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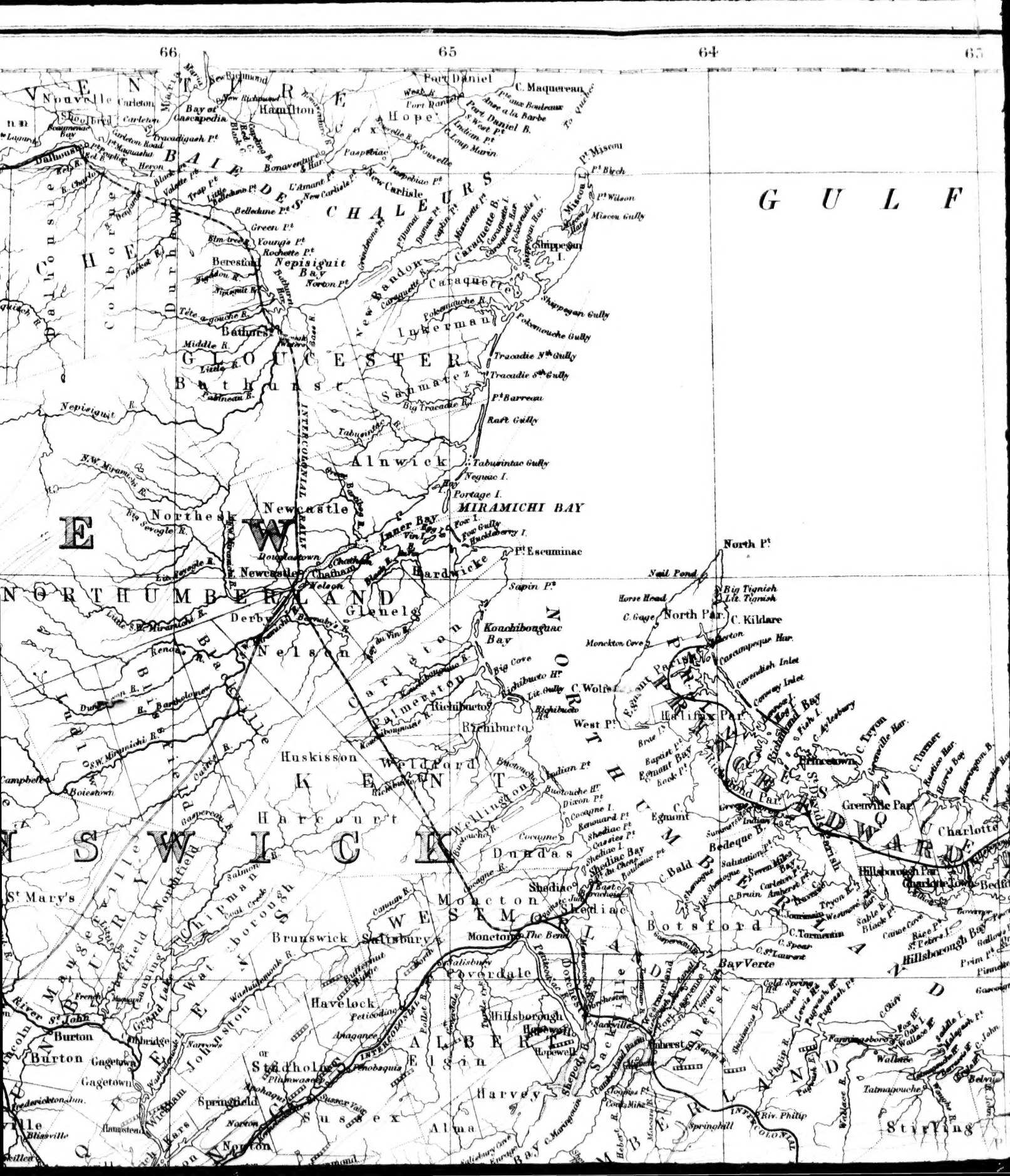
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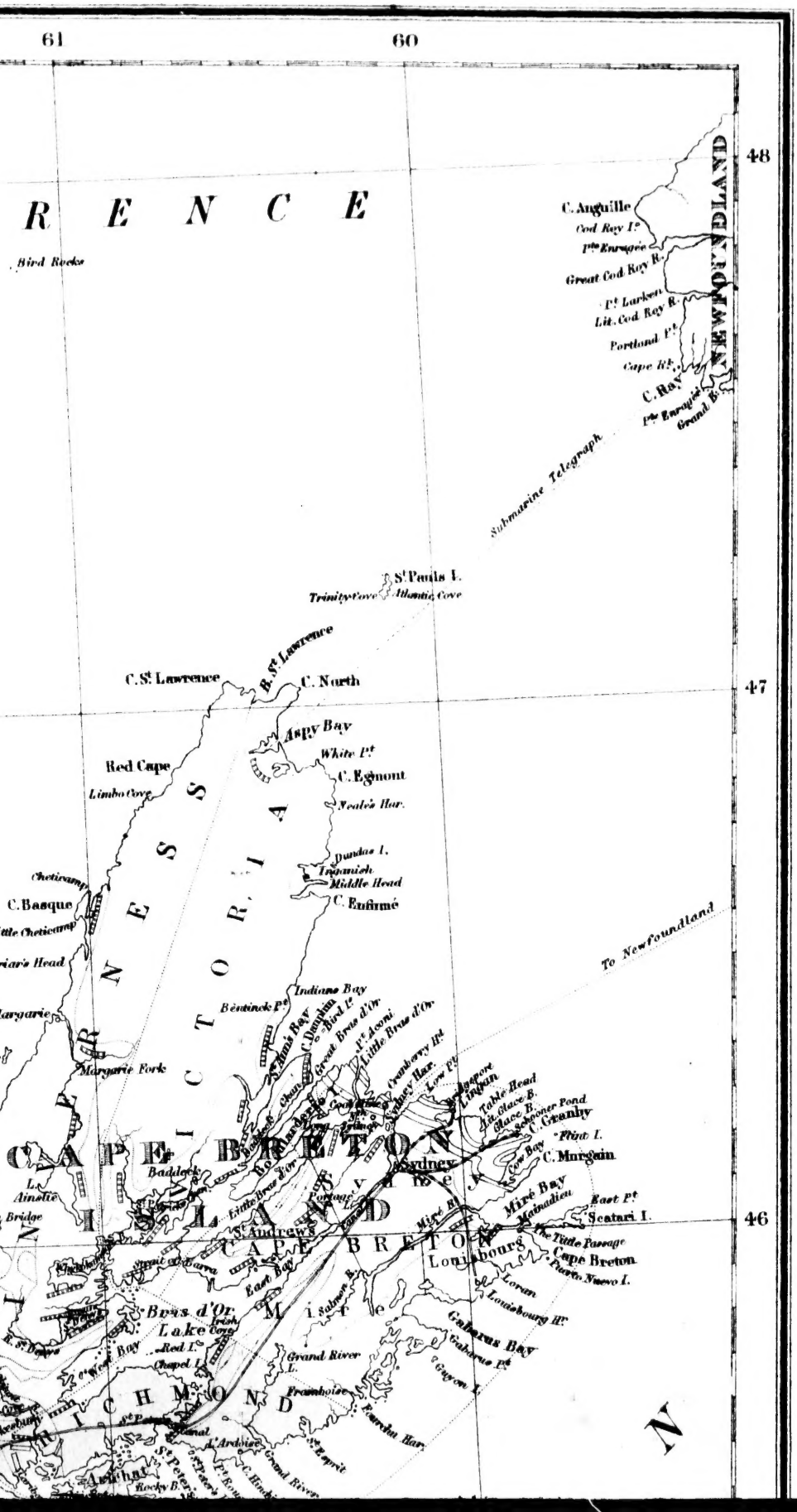
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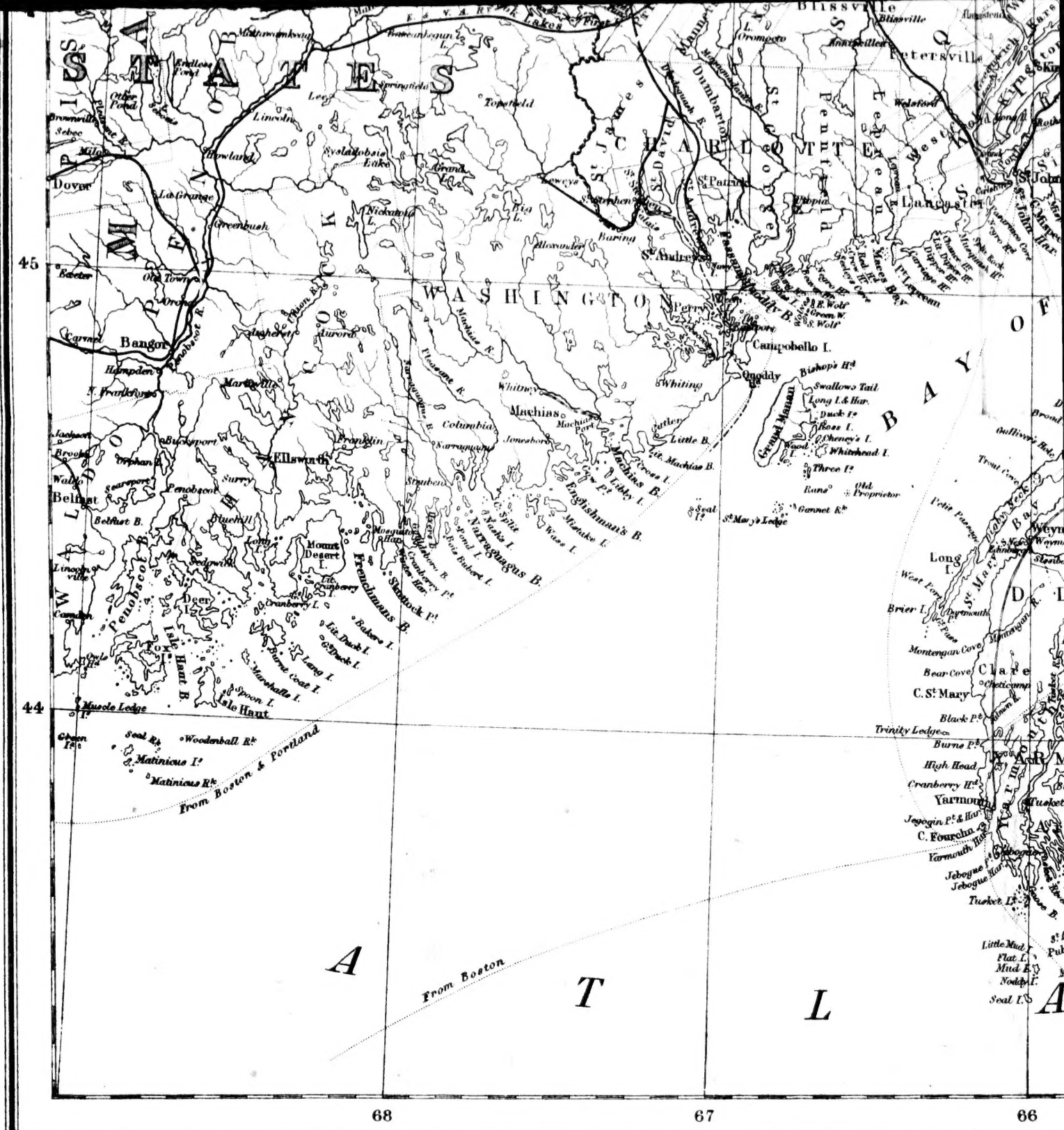
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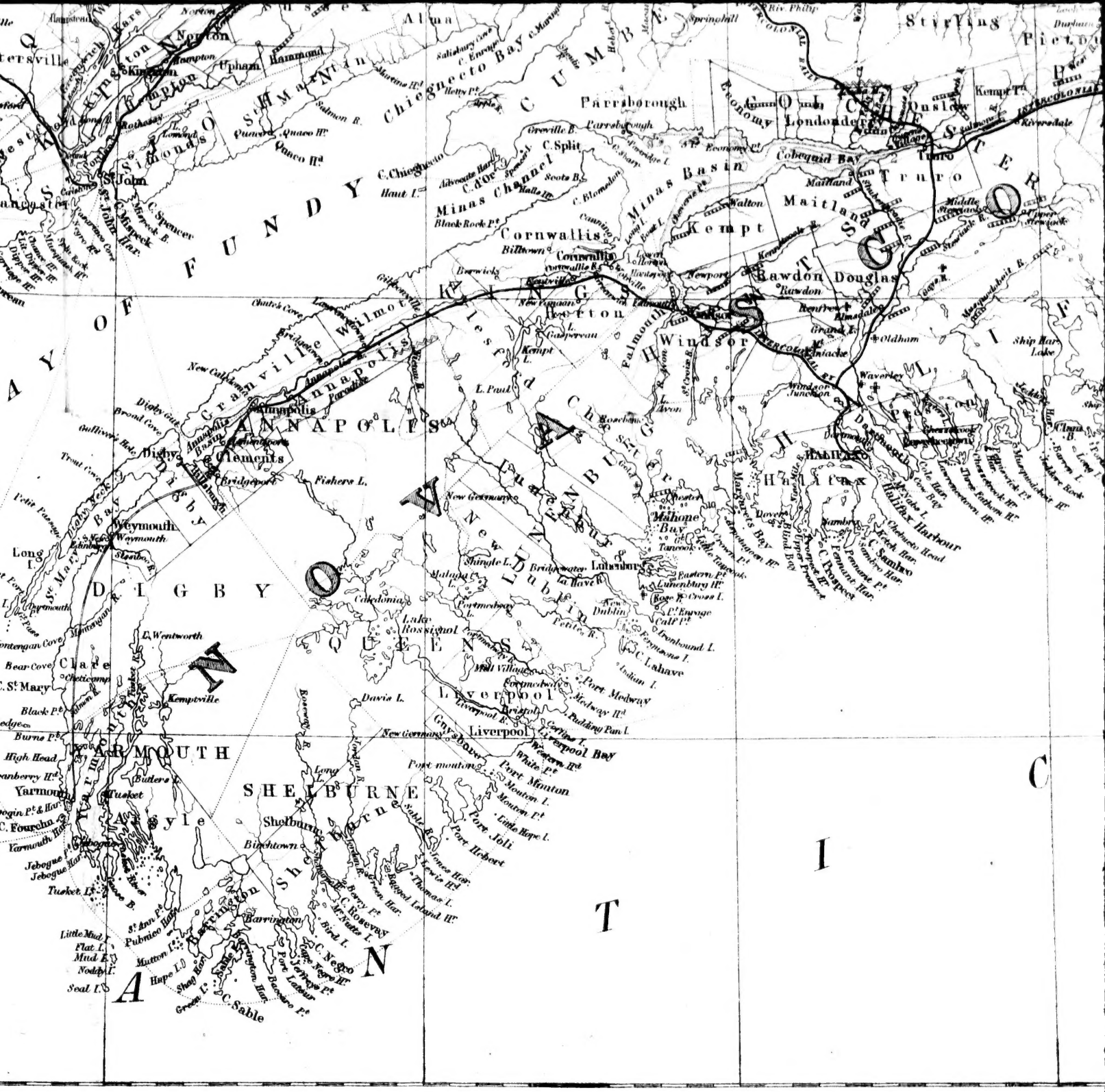
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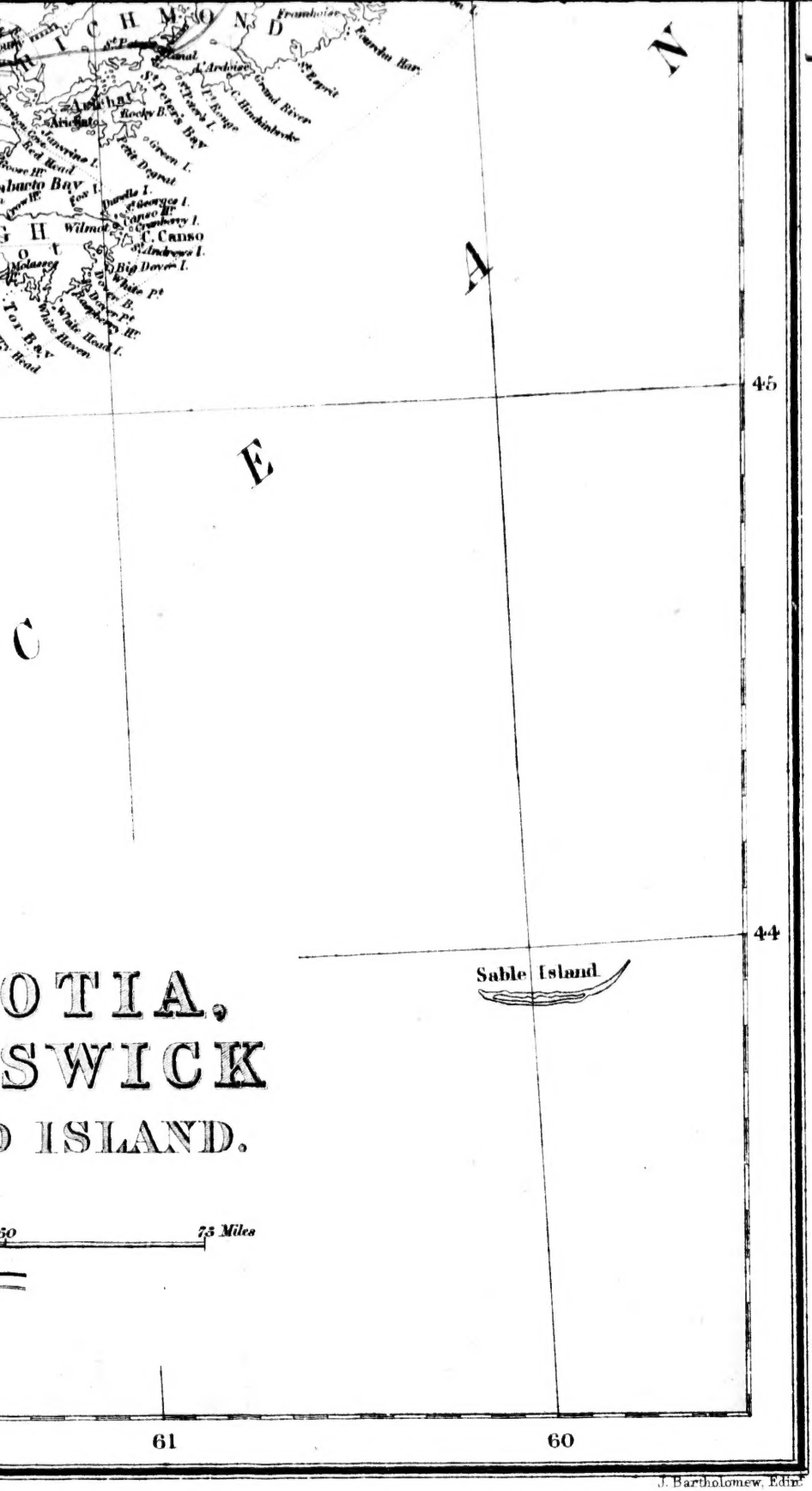
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New Brunswick

AND ITS

SCENERY.

A

TOURISTS' AND ANGLERS' GUIDE

TO THE

Province of New Brunswick.

BY JNO. R. HAMILTON.

Saint John, N. B.:
J. & A. M'MILLAN, PRINTERS, PRINCE WILLIAM STREET.
1874.

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PREFATORY.

I HAVE endeavored to present in as concise a manner as possible all the information necessary to enable the visitor to New Brunswick, whether he come in the pursuit of pleasure or business, to pass the time of his sojourning in a pleasant and profitable manner.

In the historical section of this work some few unimportant errors may have crept in; it could not well be otherwise, as a reliable history of the Province has never been published, and any information regarding it can be obtained only in Homeopathic doses and at rare intervals. The statistical portion, however, may be relied upon as correct. The information contained in the descriptive portion was obtained from personal observation and enquiry, supplemented by quotations from reliable authors, and has at least one characteristic to recommend it, if no other, that of truthfulness. The Index has been so arranged that the information upon any subject contained in the book may be readily found.

As there is no soul so depraved and vile as to be utterly devoid of beauty and no exterior so fair but some deformity lurks within, so with this little book: therefore

> Deal gently with us, ye who read!
> Our largest hope is unfulfilled, –
> The promise still outruns the deed,
> The tower, but not the spire, we build.

If a word of mine shall lift aught of life's burden from any son of Adam, the publication of NEW BRUNSWICK AND ITS SCENERY will not be regretted by

THE AUTHOR.

SAINT JOHN, N. B., August 1, 1874.

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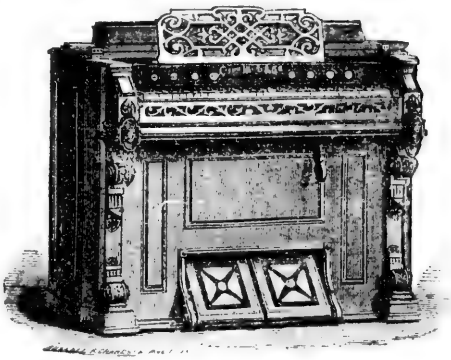

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HISTORICAL SKETCH

OF

ACADIE.

THE origin of the name Acadie has been, and still is, a much disputed matter, and the misunderstandings which arose in the construction of the expression, "*all Acadie*, according to its ancient limits," were prolific in war, hatred and violence, and caused the best blood of England and France to enrich the soil of this continent during many years. These disputes culminated in the annexation of all the possessions of France, in North America, to the British Empire.

In 1603, the Sieur De Monts, a Huguenot, received from Henry IV. of France, letters patent to the country lying between the 40th and 46th degree of North latitude, in which the word "*Acadie*" or "Cadie," is first used as the name of the country. The Bay at the mouth of the River St. Croix was called by the Indians of the Moriseet tribes, Peskadumquodiah, from *Peskadum*, fish, and *Quodiah*, the name of a fish, resembling the Cod—the Pollock.

The French, according to their usual custom, abbreviated the Indian name, which we sometimes, in the old records read Quadiac and Cadie—and at length we find it taking the general designation of "Acadie."

The English race have turned the original name into Passamaquoddy, and the Indians of the district have long been by them

familiarly called "Quoddy Indians," as by the French they have been called "Les Acadiens."

Dr. Dawson, in his "Acadian Geology," gives a rather different version of the origin of this historic name: "The aboriginal Micmacs of Nova Scotia, being of a practical turn of mind, were in the habit of bestowing on places the names of the useful articles which could be found in them, affixing to such terms the word Acadie, denoting the local abundance of the particular objects to which the names referred. The early French settlers appear to have supposed this common termination to be the proper name of the country, and applied it as the general designation of the region now constituting the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island.

The Abbe Ferland in his "Cours D'Histoire du Canada," states that the origin of the name is unknown, and he enumerates several compound words, (being the names of places) of which it forms a part, such as Tracadie, Shubenacadie, Chykabenakdie, &c.

FORMER LIMITS OF ACADIE.

In 1627, "La Nouvelle France, called Canada," is declared in the charter of the Hundred Associates to extend from Florida to the Arctic Circle, and from Newfoundland to the farthest affluent of the St. Lawrence; but this excessive claim was never seriously maintained, and when Acadie was divided from Canada, it was defined as being bounded N. by the Gulf of St. Lawrence, E. by the Atlantic, S. by the River Kennebec, W. by the Province of Canada. Even this boundary was disputed.

The Jesuit Father, Hierosme Lallemont, writing from Quebec in 1659 says "Acadie is that part of New France which faces the sea, and which extends from New England to Gaspe, or more correctly, to the entrance of the great river St. Lawrence. This extent of country, which is fully 300 leagues, has but one name and one language."—*Relations des Jesuits*, 1659.

In a map by Coronelli, dated 1689, published at Paris, the Peninsula south-east of the Bay of Fundy, (now called Nova Scotia) is called "Acadie," whilst the country north of the Bay of Fundy and watered by the St. John River is named "Etechemins," after the Indian tribe whose hunting grounds formerly extended over that part of the Province. Under the French these were sometimes under separate governments, and at others placed under one and the same jurisdiction, which for the time went by the name of "*Acadie*."

Although commission after commission has been appointed to enquire into and report upon this question of boundary, it has not yet been, and probably never will be, settled in a manner satisfactory to all concerned. The "Boundary Question" will be referred to several times in the course of this work, and it will not, therefore, be considered at length here.

The term "Acadie" is used in this work to designate the territory embraced within the limits of the present Provinces of New Brunswick and Nova Scotia.

HISTORY OF ACADIE.

We believe we are safe in saying that no person who has given his attention to the subject has now any doubt that the Northmen were well acquainted with the east coast of North America, nearly five hundred years before the first celebrated voyage of Columbus.

It was accidentally discovered by an Icelandic navigator,* whilst endeavouring to make the coast of Greenland, in the year 1001. From that time, for about three hundred and fifty years, the intercourse of the Icelandic Normans with Helluland (Newfoundland), Markland (Nova Scotia), and Vinland (New England), was frequent and intimate. No other European people have been so scrupulously

* Biarne, son of Henriulf Bardson, a follower of Erie the Red, of Norway. An account of this voyage is to be found in the London Geographical Journal for 1838.

correct in keeping their records as the Scandinavians, and the accounts of these early voyages, which have been handed down from the period in which they were made, are most particular and circumstantial,—more so, indeed, than those of the Spanish adventurers who followed Columbus. All intercourse of these Northmen with America seems to have ceased about the middle of the fourteenth century. This fact is as extraordinary and inexplicable as that, about the same time, or soon after, they disappeared in like manner from the west coast of Greenland. There the monuments which they left behind remain to this day, lasting memorials of their enterprising and adventuresome spirit.

Nearly a century and a half after the last we hear, by any authentic accounts, of the Icelandic Normans in America, Columbus made his famous voyage across the Atlantic. The news of the discovery of a new world seems to have, almost instantly, flashed over Europe; and England first, and then France, hastened forward to compete with the Spaniards in the great unknown West.

THE FIRST ENGLISH EXPEDITION

was fitted out by John Cabot, a Venetian, who, in 1491, sailed in the employ, and under the direction of Henry VI. John Cabot was, so far as we know, the first European, after the Norman Expeditions, who set foot upon the continent of America. In 1498 his son, Sebastian Cabot, explored the east coast of this continent, from the mouth of the Chesapeake Bay, north to the forty-eighth degree of latitude.

EARLY FRENCH VOYAGES.

A few years after the discovery by Cabot, French fishermen from Basque and Bretagne landed on a promontory of an island which they named Cape Breton. This name was afterwards applied to the whole island, which now forms part of Nova Scotia.

Of the many exploratory voyages which ensued, fitted out and conducted by the English, French, Spanish and Portuguese, those

of Jacques Cartier are among the most noteworthy. He made his first voyage across the Atlantic in 1534, arriving in the Bay of Chaleur on the ninth of July of the same year. Francis I., King of France, in whose employ Cartier sailed, is said to have exclaimed, when the Kings of Spain and Portugal protested against the proposed expedition, "What, do they expect to share all America between them. I should like to see the clause in our Father Adam's will that makes them sole heirs to so vast a heritage."

ATTEMPTS TO COLONIZE.

There are extant but few accounts of the voyages of these early adventurers; yet it is well known that numerous vessels, particularly Basque and Breton, were in the habit of resorting yearly to the coasts of Newfoundland, New Brunswick and Nova Scotia, for the purpose of fishing, and trading with the natives for furs, but with no such object as that of forming permanent settlement. In 1598, however, the Marquis De la Roche, having been appointed Lieutenant-General, or Viceroy, of New France, made an attempt to colonize the country by convicts.

Fearing to let his settlers free on the mainland, he landed forty of them on Sable Island,—a low, sandy island, about eighty miles southeast of Nova Scotia—a spot little suited for a residence for man. When the Marquis attempted to return to the island, from the mainland, his ship was driven off by a storm to France; where, immediately on his arrival, he was arrested and thrown into prison in Britainy by an enemy of the King, and no aid was sent to the unhappy convicts on Sable Island until five years had elapsed, when but twelve of the number were found living.

No further attempt at settlement was made till about 1603, when Sieur Dupont Grave, a merchant of St. Malo, lured by the prospect of gain, sought to obtain a monopoly of the fur traffic. With the assistance of De Chaste, governor of Dieppe, a company of Rouen merchants was organized and an expedition fitted out and

placed under the command of Champlain. The little fleet consisted of three small vessels, of from twelve to fifteen tons each. Henry IV., of France, was so well pleased with the result of the first expedition and with the description of the country, that he granted to M. De Monts, a Huguenot, who succeeded De Chaste, on the death of the latter, a monopoly of the fur traffic in all parts of North America lying between Cape Race, in Newfoundland, and the fortieth degree of north latitude.

The second expedition, under the command of De Monts, with Champlain as pilot, sailed in March 1604. Champlain, with some of the party, went on to Canada; but De Monts remained at "Acadie," which was considered the finest part of Nouvelle France, as it possessed fine ports, fertile soil, and a temperate and salubrious climate. De Monts first landed at Port Rossignol, (Liverpool, N. S.,) where he confiscated the property of a French trader, named Rossignol, who was trading with the natives without license.

Leaving Port Rossignol, De Monts coasted around the peninsula, and up the Bay of Fundy, eventually entering Port Royal, (Annapolis Basin).

FIRST GRANT OF LAND IN AMERICA.

De Monts had been accompanied by several wealthy gentlemen, who had volunteered for the voyage, all of whom were charmed with the place, and particularly so, one M. de Poutrincourt, who, in his enthusiasm, solicited and obtained a grant of the land around Port Royal.

This grant was afterward confirmed by the King of France, and is believed to be the first royal grant of lands upon the continent of America.

ST. JOHN RIVER DISCOVERED. *

Leaving Port Royal, De Monts sailed around the Bay of Fundy,

* One of the earliest historical notices of the St. John River dates from the year 1598, when it was called "Riviere de la Grande Baie," or La Baie

making examinations of the bays and inlets, and arrived on the 24th of June 1604 at the mouth of a noble river which he named the Saint Jean. De Monts, thinking that a shorter route might be found by this river than by the sea to the Bay Chaleur, sailed up the river as far as the depth of the water would permit.

The extent of the river, the splendid fish with which its waters abounded, the grapes growing wild on the banks, and the beauty and richness of the scenery, were all objects of wonder and admiration. Several weeks were devoted to the exploration of the river, and in recruiting the sea-worn energies of the sailors. The winter of 1604–5 was spent by the party on a rocky islet at the mouth of the St. Croix River, — now part of the boundary between New Brunswick and Maine — where thirty of them died of scurvy.

FIRST SETTLEMENT FORMED.

De Monts having received supplies, and forty additional colonists from France, abandoned the island in the spring and returned to Port Royal, where he founded a settlement. But unexpected mis-

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Francaise, as the Bay of Fundy was formerly designated. This occurs in the letters patent confirming the appointment of the Sieur de la Roche as "Lieutenant Gener. l au Canada, Hochelaga, Terre-Neuve, Labrador, Riviere de la Grande Baie, Norembegue, (the present state of Maine) et les terres adjacentes." Dr. Robb, in his report of the "Agriculture of the Province," refers to the discovery of the St. John by "Champlain, on Saint John's Day, in the year 1604;" and in Monro's "New Brunswick," there is a quotation from Haliburton's "Nova Scotia," in which the name St. John is stated to have been given to it because it was discovered on the 24th June, the day of the festival of Saint John the Baptist. Monro says also, that the river was discovered by De Monts; others say that he visited the river and changed its name. However that may be, to De Monts is due, I think, the honor of being, if not the discoverer, the first European who explored it. The Indian names of the river are Wollastook, or Awollostook, (as it was called by the Milicites) signifying "The Big River," and the "Ouygondy" of the Etechemins. Dr. Dawson has Ouangondy, evidently derived from the same authority—Coronell's Map, before referred to.

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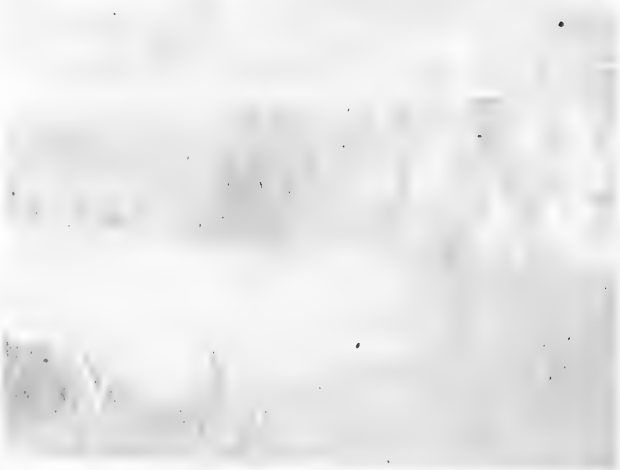

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McCLURE, Photo. **Suspension Bridge & Lunatic Asylum, St. John.** ST JOHN, N. B.

fortunes led to its abandonment. A marauding party of Dutchmen from the Netherlands, seized a whole year's store of peltries; and, some months later, the merchants of St. Malo, jealous of the monopoly of the fur traffic enjoyed by the Rouen merchants, succeeded in getting De Monts' charter revoked.

In 1610, Poutrincourt, who had obtained the confirmation of the King of France to the grant of lands which he had received from De Monts, returned, with a number of skilled artisans, to Port Royal and resumed his labors. But the Jesuits, who had founded a settlement at St. Sauveur, caused dissensions which led to the return of many of the Huguenot settlers to France, and, eventually, to the abandonment of the colony the second time.

THE VIRGINIANS CLAIM ACADIE.

The colonists of Virginia now claimed Acadie for Britain by right of discovery by Cabot. Sir Samuel Argall, following up this pretension, suddenly appeared before the Jesuit settlement and carried the place by storm. It was subsequently resolved to expel the French from every point south of the forty-fifth parallel of north latitude, including the central regions of Acadie, and Argall was commissioned to carry out the resolution. Port Royal was captured and destroyed in 1618, the colonists were dispersed, and Poutrincourt returned to France. The Virginians, however, soon left Acadie.

FIRST ENGLISH GRANT.

In 1621, Sir William Alexander, afterward Lord Stirling, obtained from James I. of England a grant of "The whole of the territory lying to the east of a line drawn from the mouth of the St. Croix to the St. Lawrence." This land was called NOVA SCOTIA in the patent. In 1622 Sir William sent a body of colonists to begin a settlement. Arriving late in the season, they were obliged to winter in Newfoundland. In the following year, finding the French in possession of the places which they had intended to

occupy, they returned to England; and for many years no further attempts at colonization were made by the English.

In 1629, Sir Wm. Alexander ceded to Claude de la Tour—a Frenchman who had married an English lady, and been created one of the "Baronets of Nova Scotia"—the whole of Acadie, except Isle Royale or Cape Breton. At this time the French still held possession of Cape Sable and other places in the south. De la Tour was sent to take possession of Acadie, but his son, who held one of the forts, refused to give it up. Parental authority and entreaty, as well as force, were brought to bear upon him, but without avail, as he remained firm in his convictions of duty to country and King.

ENGLISH CLAIMS RENOUNCED.

A few years later, by the Treaty of St. Germain-en-Laye, in 1632, Charles I. renounced the pretensions to Acadie which had been put forward by his subjects, and possession of the colony was confirmed to France. It was now divided into three provinces, with De Razillai, young De la Tour, and Denys as governors. Razillai was succeeded in 1635 by D'Aulnay Charnizay, between whom and De la Tour disputes almost immediately arose regarding the boundaries of their respective territories. Much of the romance in the history of St. John is due to these

DISPUTES OF THE RIVAL GOVERNORS.

De la Tour had erected a fort on the western side of the Harbor of St. John, on a point opposite Navy Island, during the years 1634–5, where he carried on a very lucrative trade with the Indians. Louis XIII. interfered, and in 1638 defined the boundaries of the rivals, but De la Tour would not submit, and for several years a fierce conflict was carried on. Charnizay, having influential friends at the court of the French King, obtained an order to carry De la Tour to France in chains; and early in the spring of 1643 block-

aded the fort of his enemy with six vessels. But the "Clement," a ship which had been sent by the Huguenots of Rochelle to reinforce him, making her appearance, De la Tour escaped to her in the night and sailed to Boston, where he obtained permission from the authorities to hire vessels and enlist soldiers. With these he returned, raised the siege of his Fort, and drove Charnizay's vessels to Port Royal, where some of them were wrecked and destroyed. Early in 1645, De la Tour being absent, and the garrison reduced to fifty men, Charnizay again attacked the Fort, but Madame De la Tour conducted the defence so well that the ships of the besiegers were shattered and compelled to retire. Charnizay having received reinforcements returned and attacked the Fort from the land side; but the garrison, animated by the heroic example of Madame De la Tour, kept the attacking force at bay for three days. But, on Easter Sunday morning, a traitorous Swiss sentry allowed the enemy to scale the walls, and the heroic lady was compelled to surrender. Charnizay, mortified at finding the band of defenders so small, and in violation of the terms granted to Madame De la Tour, hung the whole garrison—the Swiss Judas excepted, who acted as executioner,—and treated the lady herself with so much indignity—compelling her, with a rope around her neck, to witness the execution of her brave and faithful followers—that she died a few days afterward of a broken heart, leaving an infant of tender age to the doubtful mercy of her hard-hearted captor. Charnizay was then named "Chief Governor of Acadie;" but he did not long enjoy possession of the title. After ten years of strife, bloodshed and cruelty, Charnizay gained the object of his ambitious desires; but death, the conqueror of all, soon wrested from him his proud title—he died in 1650, "unwept, unhonored and unsung," leaving behind him a reputation for cruelty which a savage might envy.

De la Tour, having regained the favor of the King of France, returned to Acadie in 1651, and sought solace of his sorrows,

worldly advancement, and forgetfulness of the memory of his courageous and beautiful lady, by taking the widow of Charnizay to wife—a politic, but very heroic marriage! He then laid claim to the whole Acadie, but his claim was disputed by La Borgue, a creditor of Charnizay.

CONQUERED BY THE ENGLISH.

Cromwell, who was now Protector of England, sent out an expedition in 1654 under Colonel Sedgwick, who defeated both De la Tour and La Borgue and made himself master of all the strong posts of the colony. De la Tour appealed to Cromwell for redress. His claim was allowed, and Cromwell granted to him and two English gentlemen—Sir Thomas Temple and William Crowne—the greater part of Acadie.* The rights of De la Tour were afterwards purchased by the other proprietors; but, by the Treaty of Breda, in 1670, Acadie was again

RESTORED TO FRANCE,

Charles II. promising to repay to his subjects—Temple and Crowne—the money which they had expended in Acadie; but, like all kingly promises, was easily broken.

Up to this time but little progress had been made in the improvement of the country; the inhabitants, who were principally French, were disheartened by the frequent changes taking place in their allegiance, which was sometimes due to one sovereign, and sometimes to another, and almost all of the settlements were confined to the banks of the rivers emptying into the Bay of Fundy.† The French population at this time did not, it is said, exceed one thousand persons!

* Cromwell's grant to these gentlemen defined the territory to be "along the Bay to Fort St. John, (la Tour) and thence following all the coast as far as Pentagoet and the River St. George in Mescourus, situate on the borders of New England, and further on to the first habitation."

† In the year 1680 there were but seven white settlers along the St. John river.

EXPEDITIONS FROM MASSACHUSETTS.

On the declaration of war against France by England in 1689, Sir Wm. Phipps of Massachusetts was placed in command of seven hundred men, one frigate of forty guns, and two ships, one of sixteen, and another of eight guns, and in the following year attacked Port Royal—the fortifications of which were dilapidated and protected by only ninety men,—which fell an easy prey. Phipps also attacked Chedabucto, but the garrison would not yield until their buildings were in flames. As Port Royal was now unprotected, its inhabitants were plundered by pirates, some of them hung and their houses burned. Villabon, who was sent out from France in 1690, as governor of Acadie, retook Port Royal; and, aided by the Indians—who were partial to the French, but ready, nevertheless, to ally themselves with which ever party would pay them best,—captured Pesequid (Windsor), the principal English settlement in Acadie. In consequence of this act, the Bostonians dispatched Colonel Church with five hundred men to attack the Acadians. Church landed at Beau Basin (Fort Cumberland), and ravaged the country, giving quarter to the French, but killing the Indians, and destroying the dykes and other improvements of the French settlers. This state of things continued for some time, the inhabitants being continually harassed, their property destroyed, and themselves made to swear allegiance to each successful party, under promises of protection which were not always kept.

TREATY OF RYSWICK.

By the Treaty of Ryswick, in 1697, Acadie was once more restored to France. By this Treaty an attempt was made by the two powers, once more at peace, to establish a boundary line between their respective territories. The river St. George, about half way between Pentagoet and the Kennebec, was spoken of as the boundary. A post, with the arms of England on one side and those of France on the other, was planted on an island at the mouth of the St.

George to mark the boundary between the lands of the respective countries.

EXPEDITIONS FROM NEW ENGLAND.

The long continuance, and the harassing character of the wars had engendered among the English and French colonists the strongest feelings of animosity against each other. War having been again declared between France and England in 1703, the New Englanders, in order to retaliate for injuries real or supposed, sent an armament consisting of three men-of-war, fourteen transports, and thirty-six whale boats, having on board five hundred and fifty soldiers, under the immediate command of Col. Church, for the purpose of ravaging the French settlements in Acadie.

Villebon, after his recapture of Port Royal in 1690—immediately following Phipps' raid,—finding the fortifications destroyed, determined to remove the seat of government to the river St. John, and the fort at Jemseg* was selected as the head-quarters of Acadie. Some two years later, Villebon, having erected a fort at the mouth of the Nashwaak, (opposite the present city of Fredericton) transferred his head-quarters to the latter place, abandoning the fort at Jemseg. Villebon had early suspected that an attempt would be made by Church to capture Nashwaak and had consequently made vigorous preparations to resist an attack. The fort had been

* "When the fort at Jemseg was built, is a matter of considerable doubt, but, from what can be learned regarding it, it does not appear to have been built before the time of Cromwell, 1654 to 1666, and was probably erected by Temple as a trading post. The proof of its having been built at this period lies in the fact that it was not mentioned in the list of forts which were delivered up to the Cromwellian forces in 1654, while a very particular description of it was given in the Treaty of Breda, in 1670, and was one of the forts which were delivered up to the French at that time." It was built on the point on the south side of the Jemseg, at the junction of that stream with the St. John, and about fifty miles from the Bay of Fundy. The only incident of any note connected with its history was its capture, in 1674, by a Flemish corsair.—*Sketches of Acadie.*

strengthened, new cannon mounted, and reinforcements of Indians obtained from the surrounding country. On the morning of the 18th October three armed sloops rounded the point below the fort and, on being fired at, were run into the shore on the eastern side of the St. John, behind a point of land below the Nashwaak; where, sheltered from the fire from the fort, the troops disembarked. The English forces advanced to the left bank of the Nashwaak, to a point overlooking the fort — which was scarcely a pistol shot distant on the opposite bank, — and, amidst a heavy fire of musketry and shot, threw up a breastwork from which in three hours time they had two guns playing upon the fort. The Indians on both sides appear to have taken a considerable part in the contest, — which was only terminated by the approach of darkness. The English had neglected to provide themselves with tents, and consequently suffered severely from cold and exposure during the night. As soon as day dawned, the besieged "opened the ball" with a rattling fire of musketry, in which the English soon joined. The fire from the fort was so severe that one of the guns in the breastwork was dismounted and the others had to be abandoned in the course of the day. It soon became evident that the fort could not be taken save by a regular investment, which the absence of tents, and the approach of winter rendered impossible, and it was therefore decided to abandon the undertaking, and that night fires were lighted over a large extent of ground to deceive the French while the troops embarked. The English loss during the siege was said to have been eight killed and seventeen wounded; that of the French one killed and two wounded. The English, according to the French account, lost eighty men from sickness while on the voyage back to Boston.

In 1707 another force, of one thousand men and two ships-of-war, were dispatched against Port Royal. Two different assaults were repulsed, and the enterprise was for the time abandoned. In 1710, however, the place succumbed to a powerful force from Massachusetts, under the command of General Nicholson.

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McTURK, Photo. **Lily Lake, St. John.** ST. JOHN, N. B.

CEDED TO ENGLAND.

The power of France being weakened by protracted war, she was compelled, by the Treaty of Utrecht, in 1713, to cede to Britain not only Acadie,* but also all her pretensions to Newfoundland and the Hudson's Bay Territory. The Island of Cape Breton, however, was retained by the French; and, after the loss of Acadie, the island was strongly fortified to protect their other Canadian possessions. Over £1,500,000 sterling were expended on the fortifications at Louisbourg alone.

GOVERNMENT FORMED.

While the French were strengthening their position in Cape Breton, the English in Acadia, although attending to the general improvement of the country, paid but little attention to the repairing of the old, or the erection of new, fortifications for their defense, against the time, so near at hand, when war should be again declared. General Nicholson, who took so active a part in the subjugation of Acadie, was appointed governor in 1714, and held the position until 1719, when he was succeeded by Col. Phillips, under whose administration a Council of eleven was formed. Port Royal was made the capital, and continued as such until 1749, when the Provincial Head-Quarters were removed to Halifax. The French population were allowed to remain free from magisterial control, or provincial taxation, and were permitted to settle their own disputes, which they did by appointing twenty-four deputies, from whose decisions an appeal could be made to the Council, which

*Just after the provisional treaty signed at Paris in 1712, the French king offered numerous concessions if the English would give him back Acadie, and "in this case his Majesty would consent that the River of St. George should be the limit of Acadie, as England desired." In 1720, Col. Phillips, Governor of Nova Scotia, complained that "the bounds between the government of New Scotia and New England are not declared," and enclosed to the Lords of Trade a petition from persons who had Lands between the Kennebec and St. George, for confirmation of title.

was convened at Port Royal three times in each year to hear such appeals.

INDIAN BARBARITIES.

Although peace had been declared between France and England in 1713, the Indian allies of the former had continued their depredations upon the lives and property of the subjects of the latter. Complaint being made to the French governor of Louisbourg of these outrages committed in time of peace, he replied that the Indians were an independent race over whom he had no control. Thus encouraged, the savages attacked Port Royal, burnt two houses, killed and scalped two persons, and took several prisoners.

On the 30th March, 1744, France declared war against Great Britain: on the news of this event reaching Cape Breton, M. de Quesnel, governor of the island, dispatched forces of French and Indians against the English settlements in Acadie. Canso, being but poorly defended and fortified, immediately surrendered. Port Royal was kept in constant alarm for four weeks, by a French Priest at the head of three hundred Indians, and but for the timely arrival of four companies from New England, would have fallen into the hands of the savage host. The savages over ran the country, scalping the inhabitants and committing every species of barbarity which their hellish imaginations could invent; in consequence of which, the women and children were removed to Boston.

EXPEDITION FROM NEW ENGLAND.

In 1745, an expedition, consisting of four hundred men, and ten vessels,—the largest not carrying more than twenty guns—with some armed sloops, was fitted out by Massachusetts and the other colonies, and placed under the command of General Pepperel. Pepperel, on his arrival at Canso, was re-inforced by the English West India Squadron of ten vessels, each carrying from forty-six to sixty-four guns. The united forces arrived at Louisbourg on the 7th May, and a summons was sent to the commandant, Ducham-

beau; but he refused to surrender, and the siege was commenced. Preparations had been made for an assault, but on the 16th June the garrison capitulated, marching out with the honors of war, when an immense booty, valued at a million sterling, fell into the hands of the victors.

The French in Canada, in great alarm, at the loss of this stronghold and for the safety of their own, sent to France for assistance; and in the year following, a formidable force, under the command of the Duke D'Anvile, was sent out to retake Louisbourg and Acadie. The hostile fleet,—numbering in all seventy vessels—like the "Spanish Armada," had a foe stronger than man with which to contend; and, like its great ante-type, found a watery grave. After a passage of ninety days but seven of the vessels arrived at Halifax, and these in such a disabled condition, and with the crews so thinned by disease, that the object of the expedition could not be accomplished. The Duke died of vexation and disappointment, and the Vice-Admiral, D'Estournelle, killed himself in despair. Only a remnant of the expedition returned to France, but they, being reinforced by thirty vessels, again set sail for Acadie, only to meet with defeat and capture by the English fleet.

On the 7th October, 1748, a treaty of peace was concluded between the two nations. One of the conditions of the treaty caused great dissatisfaction to the Provincials, namely, the restoration of Louisbourg to France.

IMMIGRATION ENCOURAGED.

Peace having been once more proclaimed, it might be supposed that the developement of the resources of the country would be among the first objects of the British Government. The inhabitants seem to have learned more of the arts of war than of peace; and the small amount of interest manifested by Great Britain in the prosperity of the colony during the past led the French to

believe that little was cared for it, beyond the mere possession, and that things would be otherwise if the country were owned by France. This impression, coupled with the feelings of animosity to the British, gave rise to a continuance of barbarous outrages, in which they were joined by the Indians, who had always been attached to them, as well as to their creed—the Roman Catholic.

A determined effort was now made by the government to secure a permanent foothold in the country. A tract of land was offered to all who would make the colony their home; and all who wished to emigrate to it were conveyed to the colony, and maintained for a year after their arrival, at the expense of the government. About four thousand disbanded soldiers and their families, attracted by these advantageous offers, arrived in Chebucto Harbour on the 21st June, 1749, and founded the present City of Halifax. This settlement being formed, together with some others in different parts of the colony, the most necessary consideration was the formation of a government: a council of six members was appointed and a civic government organized, with Edward Cornwallis as governor. In 1753 about fifteen hundred Germans settled in the county of Lunenburg.

BOUNDARY DIFFICULTIES.

The Treaty of Utrecht, in 1713, which ceded Nova Scotia to England, left its boundaries undefined, and disputes were constantly occurring between the French and English about the boundary. It was an object with the French to restrict Nova Scotia to the Peinsula now bearing that name, contending that what is now called New Brunswick, and a vast extent of country adjoining and reaching to Quebec, was retained by them under the name of L'Acadie, or New France, and they placed the boundary at a small river on the isthmus, called the Missiquash, which, by a curious coincidence, is now the dividing line between the two provinces.

Every effort was made to withdraw the Acadiens from the dis-

trict possessed by the English and to concentrate them under French rule on French soil in order to make of them a means of harassing the English settlers. The plans of the French Governor were ably seconded by the Catholic priests, and especially by the Abbe La Loutre, who seems to have possessed great influence over the simple-minded Acadiens.

In pursuance of these plans one M. La Corne was sent from Quebec, in 1747, or 1748, with instructions to build a fort in or near the isthmus as a place of refuge for the Acadiens. A fort was built upon a height at the head of the Bay of Fundy, which he named Beau-Sejour, (now known as Fort Cumberland). He established two other posts, one on the Gaspereaux at Bay Verte, and the other near a bridge over the Missiquash, which he called Pointe de Boet. These operations of the French induced the Acadiens at Chignecto to rise in open rebellion against the English. Major Lawrence was sent from Halifax, early in the spring of 1750, to reduce them to obedience; on his approach they burned their town, forsook their lands, and joined La Corne, being instigated thereto by La Loutre. Major Lawrence erected a fort about two miles from Fort Beau-Sejour, on the southern side of the river Missiquash, and the little stream, by tacit agreement, became the provisional boundary.

The French continued their intrigues among the Acadiens, endeavoring to induce them by promises and threats to place themselves under the French flag. New causes of dispute continually arose; and, in order to settle matters, in the year 1755, just before the declaration of war between England and France, an expedition was fitted out at Boston to capture Beau-Sejour, and its dependent forts. Three frigates and a sloop, besides batteaux, with a strong land force were dispatched up the Bay of Fundy, with Grand Anse, about six miles from Beau-Sejour, as a rendezvous. The French commandant, M. Verjor, used every exertion to press the Acadiens into his service. Aided by La Loutre he collected about

fifteen hundred men from Memramcook, Shepody, Petitcodiac, and other places; he also sent to Quebec and Louisbourg for assistance, which did not arrive. Meantime the English disembarked and camped on the glacis of Fort Lawrence, about the 1st of June. On the 12th, after considerable skirmishing and the loss of a few men, they succeeded in establishing themselves at Butte-a-Charles, a rising ground near Beau-Sejour. The Acadiens were very much disheartened and dissatisfied at being compelled to assist in the defense of the fort, and begged its commander to surrender; he finally consented, and capitulated on the 18th, after five days bombardment, during which he lost several officers and men, and the fort had received considerable damage. The garrison were allowed to march out with military honors, with their arms and baggage, and conveyed to Louisbourg, under an engagement not to bear arms against the English in America for six months, The Acadiens, pardoned, returned to their homes. La Loutre escaped to Quebec, where he is said to have received the censure of his superiors.

While the land forces were engaged in the operations against Beau-Sejour and its dependencies, Capt. Rous with three of the vessels of the fleet sailed across the bay to the mouth of the St. John. Fort La Tour had seen many changes since the time of its capture by the Cromwellian forces in 1654; had been captured and lost by French, English, and Pirates, alternately; its walls had echoed the roar of cannon, the sl[illegible] of victory, the song of mirth and the prattle of infant voices, th[illegible]roans of the "famine-stricken," and the whoop of the savage; t[illegible] solemn words, "dust to dust, ashes to ashes," and curses, loud and deep, had rung out on the still air; and anon, naught save the mournful cry of the sea fowl, or the dreary wash of the waves was heard in its ruined desolateness. Generations had come, and gone again, bringing ruin and decay to the old fort; and now (1755) a few French were in possession, who, on the approach of Rous, blew up the maga-

zine, burst the cannon, set fire to the buildings, and fled up the river to St. Ann's Point, opposite the ruins of Fort Nashwaak, where there was a settlement of their countrymen.*

REMOVAL OF THE ACADIENS.

About the last mentioned date, 1755, the English prospects in America appeared gloomy in the extreme. For some time previously the French arms had met with an almost uninterrupted series of successes and were daily becoming more and more menacing and aggressive. The French had command of the valley of the St. Lawrence, the great lakes, and the Mississippi throughout the whole length of its course, thus nearly surrounding the English colonies.

At the conquest of Acadie in 1710, it had been stipulated that the French colonists should take the oath of allegiance to the British Crown, or leave the country. Under various pretents they had refused to do either the one or the other, but expressed a desire to be considered "Neutral." Neither threats, remonstrances, nor entreaties, from the British authorities, availed aught with them. The Indians, with whom they were intimately associated, continued to molest the English settlers, causing the most anxious forebodings. It was feared that the so-called "Neutrals," would, on the first particularly favorable opportunity, rise in their superior might and overcome the few straggling English settlements, and carry the country once more under the flag of France. It was therefore

*In 1731 a few French from other parts of Acadie, headed by a priest, formed a settlement at or near the mouth of the St. John. This attempt at colonization was looked upon by the English authorities at Port Royal with disfavor, and attempts were made to obtain English settlers from Boston for the lands on the river. In 1736 there were seventy-seven French inhabitants at St. John, besides the priest, whose name was Jean Pierre Danilo. From some unexplained cause, they deserted the settlement at St. John, and removed to St. Anne's Point, and founded the present city of Fredericton. In 1749 this settlement numbered some twenty families.

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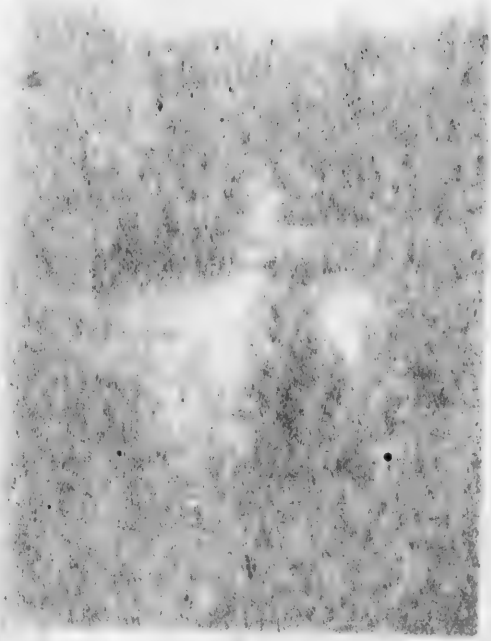

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CHRONIC [illegible] ANEMIA

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SUFFOCATING [illegible] OF THE HEART AND AIR PASSAGES [illegible]

THE GENUINE MAY BE KNOWN BY THE WORDS

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In Water-mark [illegible] Yellow outside Wrapper surrounding each bottle.

☞ To see water-mark hold the paper before a lamp. ☜

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NOTMAN, Photo. **Howe's Lake, near St. John.** ST. JOHN, N. B.

resolved to remove them entirely out of the province. It was necessary to observe the greatest secrecy as to this design, in order to take the French by surprise. This was successfully accomplished; and on the 10th September, 1755, an armed force was sent simultaneously, or nearly so, to all the principal French settlements in Acadie.

The able-bodied men were seized and conveyed on board transport ships which were in readiness. The old and decrepit, the women and children, were fain to follow; and thus the whole of the French *habitants*, with some inconsiderable exceptions, and unresistingly, save at Chignecto, were secured and conveyed out of the Province, and distributed among the other colonies, from New England to Georgia. Owing to the paucity of the means of transport, and to the numerical weakness of the British force, and the consequent fear which caused them to hasten their movements, members of the same family were, in some instances, separated, and many cases of exceptionally keen and heart-rending distress occurred. One thousand of these people were landed in Massachusetts, in a state of destitution, and became a public charge; and four hundred and fifteen in Pennsylvania, where they were sold as servants with their own consent. It was a sad business to all concerned; but the victors in this strange contest seem to have done everything they could, consistent with what they believed to be necessary to their own safety, to render the condition of the vanquished as little painful as possible.

It is very difficult for us of the nineteenth century to realize the necessity of this cruel measure. Much sentiment has been expended upon this expulsion of the Acadiens, and much obloquy has been heaped upon the other colonists therefor. Turbulent, troublesome, and implacably hostile to the English, most of them no doubt were; and, if guilty of the treachery and bad faith with which they were charged, they had no right to complain of the treatment which they received; if, on the other hand, they were

innocent, they had no one to blame except those of their own race, in France, Cape Breton, and at Quebec, who practically made of them a constant menace to the English colonists of the eastern section of the continent. No doubt the sympathy for the sufferings of these people which must have been felt by the French government was one stimulus to the renewal of the war with England in May 1756.

WAR AGAIN.

The capture of the important post of Louisbourg, was one of the objects most ardently desired at the commencement of the war. A projected attack by the combined English and Colonial forces — including six thousand men from New York — was abandoned, because, as the English Admiral, Holborn, stated on his return to England at the close of the year 1757, the French had two vessels more than he had!

In the following year, however, the place fell into the hands of the English; and, to prevent its further occupancy by the French, the fortress and town which had cost France immense sums of money were razed to the ground, and the site occupied by them is now a picture of desolation.

The French occupation of Acadie was now drawing to a close. One by one their posts had fallen into the hands of the English, and in no place, save on the banks of the St. John, could they be said to have any regular settlements. In 1758, Col. Moncton was sent from Port Royal to take possession of the St. John river. The work was quickly accomplished; the few French soldiers who remained at St. Ann's were driven away; the inhabitants fled to the woods, and the English flag waved triumphantly over the whole river territory, from the Canadian boundary to the sea. The ramparts of Fort La Tour were raised and strengthened, and new cannon mounted on the bastions. Some slight echo of its ancient strength and grandeur returned to the fort, and, with a garrison of one hundred and fifty men — principally New England-

ers—presented a livelier appearance than it had worn for many a long year. From this time its history (as Fort Frederick) was monotonous enough and differed but little from that of any garrisoned post at the present day.

REPRESENTATIVE GOVERNMENT FORMED.

Up to this time there had been no representative government on the colony, but few courts of law, and these with almost unlimited powers. In this year, however, a House of Assembly was formed, consisting of twenty-two members, elected by the people, and a combined Legislative and Executive Council of twelve members, appointed by the Crown. The first assembly was convened at Halifax on the 3rd October, 1758. This Legislature, not having any precedents to guide them in the order or management of the business of the country, found it very difficult to act, still, on the whole, many useful laws for the government of the colony were passed by them.

PEACE.

On the 10th February, 1763, the "Treaty of Versailles" was signed at Paris, by which France surrendered all claim to the "old colonies," as well as to the present British possessions in North America, to the Crown of England; and a formal treaty between the English and Indians in Acadie, was executed about the same time. Peace and tranquility being thus secured, the next step was to encourage emigration to the Province. Many of the expatriated Acadiens returned; and, after taking the oath of allegiance, were permitted to settle in the colony. The few French who had remained in scattered settlements throughout the country, having lost all hope of Acadie ever again falling into the hands of their countrymen, gave in their fealty to the English. The government now assisted the people in repairing the old dykes, which had been destroyed at the removal of the Acadiens in 1755, and in building new ones to protect the marsh lands from the in-

flowing tides. In 1766 about five hundred and eighty persons from the "old colonies" settled on the St. John, about seventy-two miles from its mouth, at a place called Maugerville. From this time, up to the revolt of the "old colonies," in 1775, the Acadiens had an almost uninterrupted season of prosperity and peace, and rapid strides were made in the civilization and settlement of the country.

The period of the *Revolutionary War* was, of course, one of great excitement and alarm to the Acadiens, and much discomfort and anxiety was felt by them. During the first two years of the war considerable sympathy for the struggling colonists was manifested by the people living about Cumberland Bay, but any *active* expression of their feelings was prevented by the alertness of the authorities, who prohibited all intercourse with the revolted colonists. Most of the people in those districts were born, or had previously resided, in the "old colonies," and had near relations there in arms against England. The French Acadiens had, from their youth up, been taught to look upon the "old colonists" as greater enemies to them than the English proper, and they, consequently, could not appreciate the feelings of the insurgents.

PRIVATEERING RAIDS FROM MACHIAS.

Stephen Smith, of Machias, Me., a delegate to the Massachusetts Congress, made a raid on St. John in August 1776. He burnt the barracks and destroyed the Fort, which was protected by only four men, and captured a brig, of one hundred and twenty tons, laden with oxen. sheep and swine, which were intended for the British troops at Boston. This sudden raid had the effect of putting the English authorities on the alert, and vessels of war were sent to cruise in the Bay of Fundy to protect the settlements along its shores. The people of Machias, emboldened by the success which attended their first raid, attempted to seize and hold the fort at St. John, but were driven away by a force sent from

Halifax. In consequence of this second raid on St. John, a block-house and stockades were erected on a hill overlooking the harbor and dignified by the name of Fort Howe. Two years after this event, about six hundred Indians assembled at the mouth of the Jemseg for the purpose of destroying the settlement of Maugerville, but the people escaped across the river to Oromocto, where a fort had been erected. This was the last threat of Indian war, and, in the following year, 1780, numbers of Indians assembled at Fort Howe, at St. John, and swore allegiance to King George.

LANDING OF THE LOYALISTS—ST. JOHN FOUNDED.

During, and after the close of the war, about thirty thousand United Empire Loyalists, as they were called, arrived in Acadie from the United States and settled in different parts of the colony, nearly doubling the former population. About five thousand of these people landed at St. John on the 18th May, 1783, and may be said to have founded the present City of St. John, as, previous to that date, it was little more than a fishing and trading station, unworthy of a name.

DIVISION OF ACADIE.

Previous to the year 1784, New Brunswick, as the county of Sunbury, formed part of the colony of Nova Scotia, or L'Acadie of the French; in that year, however, it entered upon a separate political existence; the administration of the government being confided to Col. Carleton. At the time of the separation from Nova Scotia, the entire population of New Brunswick did not exceed eleven thousand five hundred. In the autumn of 1785 the first general elections of representatives took place; and in January 1786 the first Legislative Assembly was held at St. John.

Two years after the Governor's appointment, the city of Fredericton (formerly St. Ann's) was selected by him as the seat of government, and has ever since remained the capital.

Since the establishment of New Brunswick as a separate pro-

vince it has steadily increased in wealth, population, and commercial and political importance. But few incidents of general interest have occurred in its history, and these will be rapidly summed up.

THE MIRAMICHI FIRE.

"In the year 1825 a remarkable conflagration occurred which resulted in the loss of many valuable lives, and the destruction of a large amount of property. The summer had been unusually warm and dry, and extensive fires had raged in different parts of the country. Throughout the northern part of New Brunswick scarcely any rain had fallen, and from the 1st to the 5th October the heat was extraordinary—86° in the shade, and 126° in the sun.

The fires, which had been creeping through the forest, approached some of the settlements, enveloping them in smoke and causing the heat to become almost unbearable. On the 7th October, the city of Fredericton caught fire from the burning cinders which, borne on the wings of the gale, fell in immense quantities on the roofs of the houses.

The hand-engines, manned by the soldiers and citizens, were of but little use, and the flames spread with lightning-like rapidity, not from house to house, but from street to street.

Nothing could be saved, for buildings at a distance, and apparently secure, blazed up as if spontaneously, throwing out arms of flame which dragged the next houses into the votex. Night added deepened horror to the scene. Gradually the fire was overcome and all danger appeared to be over, yet the air was so hot that breathing became difficult; a suffocating odor pervaded every quarter, and it was feared that the fire smouldered somewhere and would break out afresh. But imagination never dreamt of the conflagration at hand, the most stupendous ever witnessed by man.

A roar as of thunder came from the forest, and a column of smoke

shot up, followed by blaze on blaze, and then a burst of fire like the eruption of a volcano. The flames fell in a shower, which the gale blew wide, hurling them about like darts; and here they might be seen on the tops of trees—there flaring in the branches—there running up or down the trunks, or from base and summit at once. The smoke blew back on the unkindled woods, making them darker than before—blacker than the blackest night; and the fire raged in the middle, imaging the mouth of hell. Blazes gleamed at the sides, behind, in the depths of the woods, on the river's brink; trees of centuries' growth lit up in the midst of the darkness; fire rained down from above, soared up from below, spread from the centre, closed in from the distance; it burst in a hundred eruptions, mounting, declining, and mounting again, throwing up spouts, falling in showers or sheets, or glaring in mid-air; the river was crimson with the reflection; the clouds took the form of flames; the very heavens seemed on fire!

The gale burst into a hurricane, tore through the town, wrenched trees up by their roots, and carried strong men off their feet. Horses broke from the fields, and galloped about in troops, snorting and neighing, their eyes starting from their heads and their manes on end, while the wind swelled the clatter of their hoofs to the rush of hosts.

All this occurred almost instantaneously, and inspired the people with an impression akin to the spectacle—that it was the Day of Judgement. They threw themselves on their faces in the streets to shut out the scene, seeming to make the appeal to the mountains and hills to fall on them. And it did seem a burning world, with the fire raging like a sea, in mountainous waves; the sky glowing like a furnace; the hurricane breaking in peals and crashes; and the scorched air flapping as with a million wings."

It was only by the exercise of the greatest diligence and most strenuous effort that any portion of the city was saved.

The fire seems to have burst out in every quarter at once, for it

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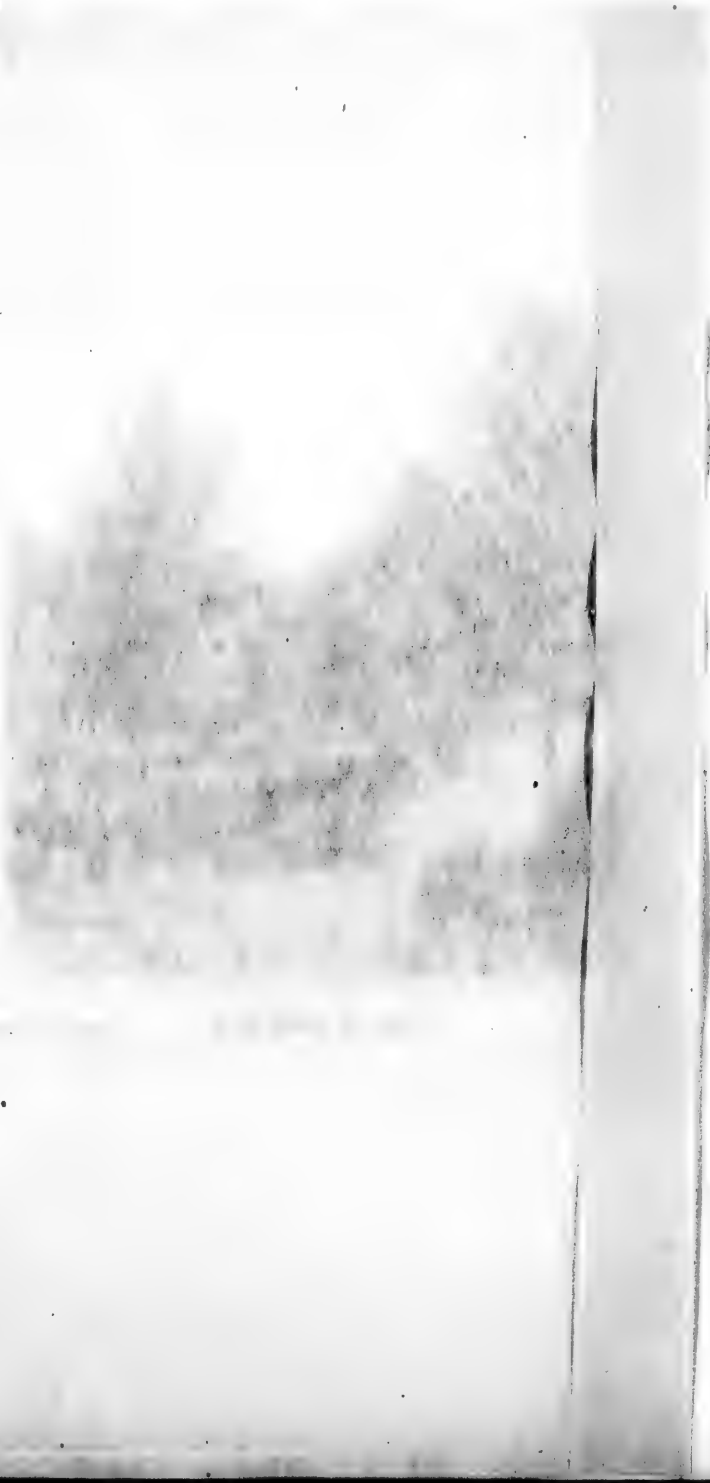

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SAINT JOHN, N. B.

McCURE, Photo. **King Square, St. John.** ST. JOHN, N. B.

broke out at Miramichi the same moment as at Fredericton, though a hundred and fifty miles lay between. But here its aspect was even more dreadful, and its ravages more appalling, as Newcastle stood in the forest, completely girt round, except where escape was shut off by the river. Many were in bed when they heard the alarm; many were first startled by the flames, or were suffocated in their sleep, leaving no vestige but charred bones. Others leaped from roof or window, and rushed into the forest, not knowing where they went, or took fire in the streets, and blazed up like torches. A number succeeded in gaining the river and threw themselves in boats or on planks and pushed off from the bank, which the fire had almost reached, and where it presently raged as fiercely as in the town. Then came the hurricane, tearing up burning trees and whirling them aloft; lashing the river and channel into fury, and snapping the anchors of the ships, which flew before it like chaff, dashing them on the rocks and covering the waves with wreck. The water became so hot that large salmon and other fish leaped on shore, and were afterwards found dead in heaps along the banks of the river. Many of the people contrived to reach Chatham by the river; but floating corpses showed how many perished in the attempt.

Newcastle, a flourishing town of one thousand inhabitants, was left a smoking ruin, with scarcely a house left standing, not one uninjured; and the road was strewn with the blackened ashes of men and women. One woman had so disposed herself as to cover her infant while she burned to a cinder above, and the child was taken from beneath alive—a witness to the sublimest instance of maternal devotion ever recorded."

Nearly three hundred lives were lost, by fire or drowning, five hundred and ninety-five buildings and eight hundred and seventy-five head of cattle were destroyed, and over six thousand square miles of country were swept by the flames. The loss of property was estimated at £204,323 stg., and the value of the timber burned

at £500,000. Contributions to the amount of £37,883 were received from England, the United States, and the neighbouring colonies, and Newcastle was soon rebuilt in a style of greater stability and beauty.

GREAT FIRE IN ST. JOHN.

On the 14th January 1837, a great fire occurred in St. John, by which one hundred and fifteen stores and houses, about one third of the commercial portion of the city at that time, were destroyed. The loss was estimated at £250,000 stg.

BOUNDARY DISPUTES.

In 1839, disputes arose between New Brunswick and the State of Maine* as to their common boundary line; when the latter made preparations to invade this Province, New Brunswick appropriated the whole of its revenue, and Nova Scotia £100,000 and eight thousand men in defence of this Province. Through the exertions of the Governor, Sir John Harvey, actual hostilities were avoided. These disputes were finally settled in 1842 by the "Ashburton Treaty"—by which the most fertile portion of the valley of the St. John, including the region watered by its tributaries, the Aroostook, the Fish River, the Allegash, &c.; covering some 8,000,000 acres, were surrendered to the United States.

* In 1762, Governor Bernard, of Massachusetts, and Governor Belcher, of Nova Scotia, had a correspondence which was ended by Mr. Belcher as follows: "I must, nevertheless, with much satisfaction, accept the assurances you give me, that you shall not make any grants of any of the lands westward of the River St. Croix; * * * and I shall, on my part, not consent to any further grants from this Province, until the question is determined at home." It was not determined until settled by treaty at the close of the Revolutionary War, and then the St. Croix was made the boundary. In the provisional agreement made in 1782 it was decided that the "Eastern boundary of the United States should run along the St. John River, from its source to its mouth in the Bay of Fundy." The boundary line between the St. Croix and the St. John was very indefinitely laid down in the treaty of 1783, hence the disputes in 1839.

RAILWAYS.

In 1844, only fourteen years after the opening of the first railway in England, the "New Brunswick and Canada Railway" was commenced at St. Andrews; and four years later, the survey of the "Intercolonial" was commenced, and in 1853 the first sod on the "European and North American Railway" was turned.

THE ELECTRIC TELEGRAPH,

that powerful adjunct of railways, was introduced into the Province in 1848, and now the wires intersect the country in all directions.

CONFEDERATION.

A conference was held at Charlottetown, Prince Edward Island, in 1864 to consider the desirability of forming a legislative or federal union of the Maritime Provinces. During the conference a delegation arrived from Canada with proposals that the two provinces of Canada should also enter the proposed union. Delegates from all of these provinces afterwards met at Quebec and drew up a scheme which, on presentation to the people of New Brunswick at the polls in 1865, was defeated; in the following year, however, the scheme, with some alterations and modifications, was carried. An Act was afterwards passed by the English Parliament, and under its provisions, New Brunswick became, on the 1st July, 1867, a member of the Dominion of Canada.

Whether Confederation was a measure calculated to promote the best interests of New Brunswick, or not, is not the province of this work to discuss; let us hope, however, that it was, and that, as the union between the provinces draws closer and closer each succeeding year, the people may become more and more united in their efforts to put down injustice, tyranny and wrong, and in promoting "Peace on earth, good will toward men."

New Brunswick—Descriptive.

This Province is situated between 45° and 48° 7′ North Latitude, and 63° 50′ 69° West Longitude. Its length, from Nova Scotia on the south-east, to the Province of Quebec, on the north-west, is one hundred and ninety miles; breadth, from the State of Maine, on the south-east, to the Straits of Northumberland on the north-east, one hundred and forty miles. It is situated nearly in the centre of the North Temp. Zone; and has an area of 27,105 sq. miles, or 17,347,360 acres, with a population, according to the census of 1871, of 285,777.

One of the most important features in the topography of the Province is the great extent of its sea-coast, amounting to four hundred miles, (exclusive of the numerous indentations of the shores) which is very nearly equally divided between the Gulf of St. Lawrence, including Northumberland Straits, and the Bay of Fundy. Along both coasts there are many excellent harbours, and other advantageous localities for shipbuilding, as well as for the prosecution of the fisheries and the timber trade—the three great staples of the Province.

BAYS.

The Bay of Fundy—famous for its tides and storms—is an extensive inlet of the Atlantic, almost worthy to be called a sea, is about two hundred miles in length, and varies in breadth from thirty to seventy miles, and separates this Province from Nova Scotia. Chignecto and Cumberland Bays are continuations of the Bay of Fundy, and witnessed many stirring scenes in connection with the earlier history of Acadie. A large branch runs into Nova

Scotia under the several names of Minas, channel and basin, and Cobequid Bay. Another large offshoot, called Passamaquoddy Bay, forms part of the boundary between this Province and the State of Maine. Baie des Chaleurs—so named by Jacques Cartier, its discoverer, because of the great heat there on the day of its discovery, 9th July, 1534—is a very deep and spacious bay, second only, so far as New Brunswick is concerned, to the Bay of Fundy. Like that bay, it may almost be called a sea, being eighty-eight miles in length and from eleven to twenty-seven in breadth, and resembles it also in having a number of minor bays within its limits.

TIDES.

Few countries on the face of the globe present a more opposing tidal range than this and the adjacent Province of Nova Scotia. On the St. Lawrence side of both Provinces, the tides enter and recede from the harbours, when not impelled by violent winds, in a comparatively imperceptible manner; rising, in some parts of the Gulf, not more than four feet on the average, while in others the ordinary flow is about six feet. In direct contrast, both with the moderate elevation and rapidity of these tides, will be found those of the Bay of Fundy, although the two are separated by a narrow neck of land not more than fifteen miles in width—between Bay Verte and the head of the Bay of Fundy. Indeed if the Aboideaux built across the streams at the head of these bays were removed, their tidal waters would be separated by an undulating ridge not more than three miles and a half in width!

The tides of the Bay of Fundy have always attracted much attention, on account of the great ebb and flow, and the manner in which the tide enters the narrow bays and runs up the rivers, both in New Brunswick and Nova Scotia.

The great tidal wave enters the Bay of Fundy at its wide tunnel-like mouth, and is kept from spreading by its rocky walls, and is gradually forced into a narrow compass as in a tunnel's neck.

Here the waters rise with great rapidity, rushing up at the head of the bays, and up the river channels, in what is called a "bore," sometimes four or six feet in height. On the Petitcodiac river, near the bend at Moncton, this phenomenon can be seen to the greatest advantage. (It is only at the height of the spring-tides, however, that it can be seen.) The tides rise, at their highest, to about sixty feet, at the head of the bay, and from twenty to twenty-six at the mouth of the St. John river.

The exaggerated description of the tides in the Bay of Fundy, given in the works of some of the world's most noted astronomers and geographers, are worthy of remark. Sir J. Herschell and Dr. Traill, speak of spring tides at Annapolis, N. S., "of the surprising height of one hundred and twenty feet." Others, more moderate, place them at one hundred feet; but Hughes, Headmaster of the Royal Naval School at Greenwich Hospital, Eng., throws all others into the shade. He says: "In the Bay of Fundy there are extraordinary high tides; a vast wave is seen for thirty miles off, approaching with a prodigious noise, sometimes rising in the bay to the height of one hundred and even one hundred and twenty feet! On some occasions, the rapidity of the waters is so great as to overtake the animals feeding on its shores."

Love of the marvellous, or indifferent indolence regarding the truth, may have prompted these absurd statements in the first instance — statements which are about as credible as those relating to the poor-relation, monkey-theory, now being advanced by some of the so-called *scientists*, — but there is no excuse for their continued publication in the text-books of geography, in use throughout the world.

FORESTS AND STREAMS.

There is not a country in the world as beautifully wooded and watered as New Brunswick. There is scarcely a portion of it without its streams, from the babbling brook by the wayside, up

to the lordly, majestic river. While the beauty and richness of its river and lake scenery is rarely surpassed. Human language is inadequate properly to describe the autumnal beauty of the forests. "Many varieties of the pine, intermingled with birch, maple, beech, oak, and numerous other tribes, branch luxuriantly over the banks of lakes and river — extend in stately grandeur along the plains, and stretch proudly up to the very summits of the mountains. Two or three frosty nights in the decline of autumn, transform the boundless verdure of a whole empire into every imaginable tint of brilliant scarlet, rich violet, every shade of blue and brown, vivid crimson and glittering yellow. The stern, inexorable fir tribes alone maintain their eternal sombre green. All others, on mountain, or in valley, burst into the most glorious vegetable beauty, and exhibit the most splendid and enchanting panorama on earth."

"Two very different impressions, in regard to the Province, will be produced on the mind of the stranger, according as he contents himself with visiting the towns and inspecting the lands which lie along the sea-board, or, ascends the rivers, or penetrates by its numerous roads into the interior of its more central and northern counties. In the former case, the naked cliffs, or shelving shores, of granite, or other hardened rocks, and unvarying forests will awaken in his mind ideas of hopeless desolation; and poverty and barrenness appear necessarily to dwell within the iron-bound shores. But, on the other hand, if the stranger penetrates beyond the Atlantic shores of the province, and travel through the interior, he will be struck by the number and beauty of its rivers, by the fertility of its river islands and intervales, by its populous smiling valleys and rich table-lands, and by the great extent and excellent condition of its roads, which cross the country in every direction."

THE AGRICULTURAL CAPABILITIES

of New Brunswick are, in many respects, unsurpassed. Of the area of the province, about 14,000,000 acres are fit for profitable

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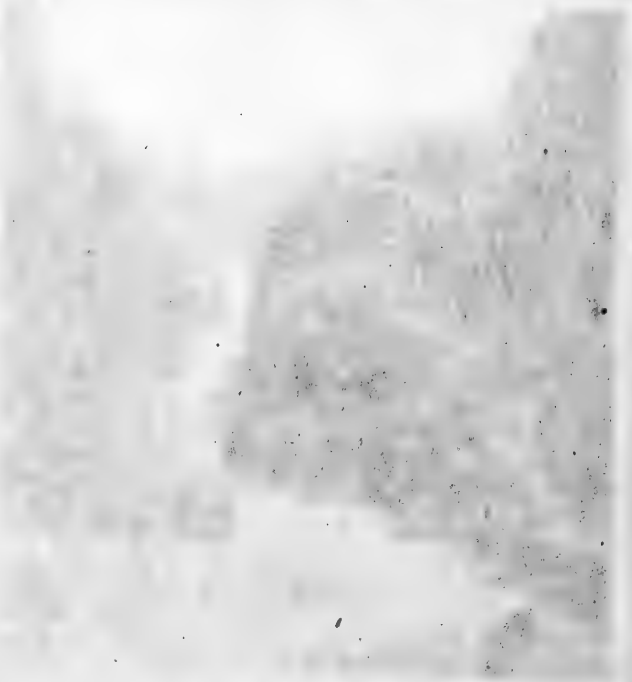

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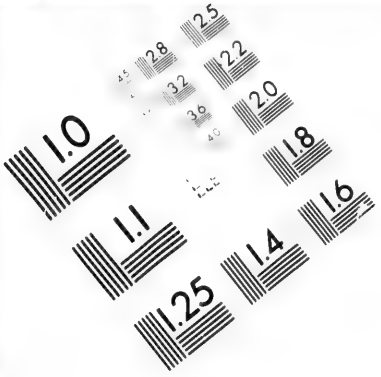
McCLURE, Photo. **Grand Falls, Nepissiguit River.** ST JOHN, N. B.

cultivation, and are accessible from all sides of the country. There are about 60,000 acres of alluvial lands, called *marsh*, some of which are said to have been producing large crops of excellent hay for upwards of one hundred years; and this too, without having been manured!

Athough AGRICULTURAL SOCIETIES were established in the province nearly forty years ago, for the purpose of "promoting and encouraging a better system of agriculture, the introduction of improved stock, seeds and farm implements; to hold shows and exhibitions, and to give premiums for excellence, and to diffuse information concerning agricultural subjects;" farming operations in the province are carried on, with some few honorable exceptions, in the most slovenly and unscientific manner. Nevertheless the farmers of New Brunswick, as a class, are happy, healthful and contented; and, for the most part, in circumstances of comparative ease; rejoicing in the possession of large crops of roots, cereals, &c. New Brunswick, in the growth of wheat, is not, perhaps, to be compared with some of the far-famed grain-growing States of the American Union, but it is only from the want of a more systematic method of agriculture, that it does not produce its own bread. Still, even in the growth of wheat, the province far exceeds several of the New England States, and many of the others, in the production of barley, oats, buckwheat, potatoes, butter and salt.

THE CLIMATE

is as varied as the rocky shores of the Bay of Fundy—cold and drear or warm and pleasant, according to locality. Those sections of the Province lying along the Bay possess a milder and more equable climate than those farther inland, or those on the Gulf coast, as the heat of summer is tempered and shorn of its fierceness by the dense fogs which come sweeping in off the Newfoundland Banks with the sou-westers; and the frost liberated heat of the waters, borne on the same propitious winds, prevent



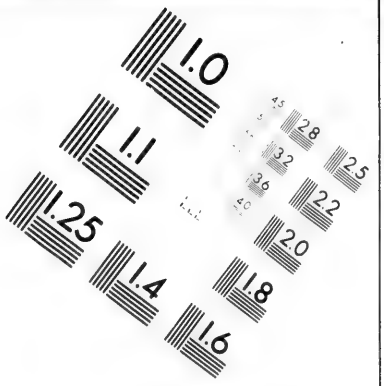
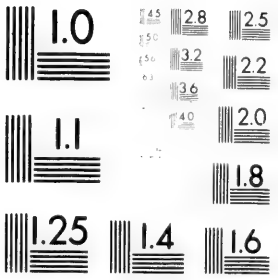
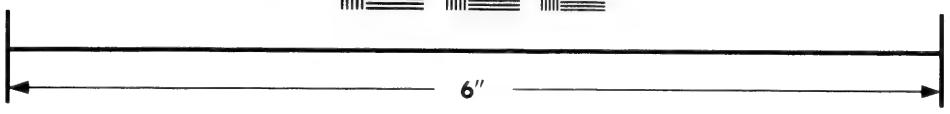
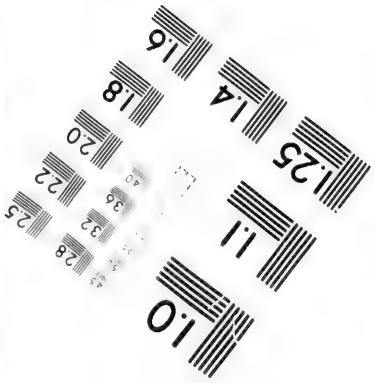
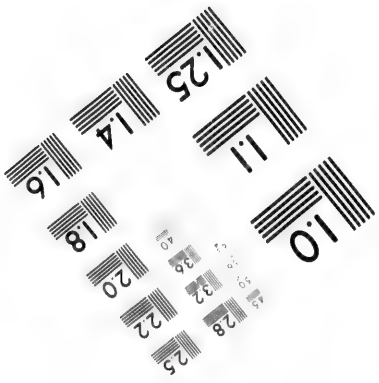


IMAGE EVALUATION TEST TARGET (MT-3)









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the occurrence of the extreme cold which marks the reign of winter in the central and more northern portions. A good idea regarding the climate on the seaboard may be obtained by an examination of the following Tables, compiled from observation taken at Saint John, by Mr. G. Murdoch, C. E.:

TABLE I.

ABSOLUTELY HIGHEST TEMPERATURE IN EACH MONTH DURING THE LAST TEN YEARS.

Year.	Jan.	Feb.	Mar.	April	May.	June	July.	Aug	Sept.	Oct.	Nov.	Dec.
1864	45.	40.	47.	60.	73.	84.	80.	75.	69.	60.	52.	49.
1865	35.	39.	48.	57.	67.	73.	74.	74.	76.	57	56.	46.
1866	40.	47.	43.	58.	68.	87.	85.	70.	68.	61.	53.	51.
1867	35.	46.	36	59.	68.	72.	78.	75.	68.	61	56.	41.
1868	36.	41.	46.	52.	65.	67.	77.	73.	68.	59	53.	40
1869	42.	41.	46.	57.	63.	73.	76.	74.	69.	70.	56.	50.
1870	45	45.	50.	64.	69.	77.	80.	77.	72.	65	56.	42.
1871	44.	41.	46.	53.	73.	71.	82.	77.	77	67.	53.	45
1872	38.	37.	41.	58.	65.	79.	78.	80.	68.	61.	53	41.
1873	45.	38.	42.	56.	70	71.	82.	80.	71.	72	52.	51.

TABLE II.

ABSOLUTELY LOWEST TEMPERATURE IN EACH MONTH DURING THE LAST TEN YEARS.

Year.	Jan.	Feb.	Mar.	April	May.	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1864	—11.	—10.	10.	16.	35	42.	50.	52.	37.	31.	20.	—14.
1865	— 5.	1.	10.	24.	32.	40.	51.	49.	39.	22.	14.	— 9.
1866	—22.	—12.	5.	27.	35.	39.	51.	51.	39.	24.	19.	— 6.
1867	—13.	— 4.	5.	23	31.	43.	54.	50.	36.	28.	10.	—12.
1868	—11.	— 8.	— 7.	10.	31.	44.	45.	46.	37.	23.	14.	0.
1869	— 7.	3.	— 3.	24.	29.	43.	49.	51.	40.	23.	19.	1.
1870	— 7.	— 8.	— 3.	23.	32.	48.	50	48.	42.	25.	16.	— 1.
1871	—21.	—15.	17.	20.	34.	43.	51.	49.	39.	29.	0.	—13.
1872	— 9.	— 4.	—10.	24.	33.	39.	50.	52.	47.	31.	15.	—16.
1873	—10.	10.	8.	26.	30.	38.	51.	45.	37.	30.	1.	— 9.

TABLE III.

MEAN MONTHLY TEMPERATURE OF EACH MONTH DURING THE LAST TEN YEARS.

Year.	Jan.	Feb.	Mar.	April	May.	June	July	Aug.	Sept.	Oct	Nov.	Dec.
1864	21.3	22.4	29.3	35.7	49.1	54.6	58.3	59.5	53.3	44.7	37.4	23.5
1865	16.1	22.3	31 9	39.4	48.0	55.3	60.0	60.1	56.2	42.7	37.0	22.4
1866	14.4	21.4	26.3	39.1	46.5	54.5	61.7	59.2	55.6	44.3	37.4	25.9
1867	14.6	23.5	25.7	36.4	46.4	56.1	60.3	61.3	54.8	44.7	34.3	15.5
1868	14.8	16.4	27.6	33.0	46.7	52.6	59.0	58.0	54.2	41.9	32.3	21.8
1869	20.2	24.7	26.1	38.5	46.6	55 3	59.4	58.9	55.3	46.6	34.2	26.6
1870	25.3	21.1	27.5	40.0	45.3	56.8	60.0	59.8	54.6	46.4	36.8	25.5
1871	16.7	19.8	31.9	36.8	44.7	54.3	60.3	59.9	53.6	47.8	30.3	20.5
1872	19.4	21.7	20.7	37.3	46.2	54.9	60.5	60.2	55.3	46.0	35 6	16.5
1873	20.2	19.4	28.7	37.5	46.1	53.2	59.7	59.4	53.4	48.0	28.5	22.6
mean of 10 yrs.	18.3	21.3	27.6	37.4	46.6	54.8	59.9	59.6	54.6	45.3	34.4	22.1

TABLE IV.

NUMBER OF DAYS AND NIGHTS IN EACH MONTH ON WHICH RAIN OR SNOW FELL.

Year.	Jan		Feb.		Mar.		Apr.		May.		June		July		Aug		Sept		Oct.		Nov.		Dec.	
	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights	Days.	Nights
1864	4	7	5	10	4	7	6	8	9	8	4	5	6	5	10	10	8	4	7	10	10	9	7	14
1865	7	6	5	4	10	8	4	15	12	14	6	4	9	5	7	5	5	1	4	5	6	7	6	7
1866	4	6	7	5	8	8	8	7	9	12	3	7	3	7	7	6	9	14	6	4	9	7	6	8
1867	10	4	6	9	7	7	10	12	14	9	5	7	9	10	7	8	3	7	6	7	11	14	6	12
1868	5	6	7	3	6	3	5	10	9	12	8	16	3	3	6	8	11	11	9	7	6	10	7	8
1869	4	5	7	10	12	8	11	8	7	8	7	8	5	7	6	5	5	6	6	8	11	10	9	13
1870	9	14	10	9	9	4	4	11	9	6	6	7	6	9	4	7	5	6	7	9	14	14	11	12
1871	12	14	8	9	11	13	13	14	8	9	8	8	8	6	7	12	6	6	11	8	8	7	11	9
1872	9	10	7	7	11	5	8	4	9	15	6	14	6	11	9	9	9	10	8	11	10	13	11	11
1873	10	10	4	5	6	9	8	5	10	15	7	9	8	8	6	5	7	7	6	6	5	6	4	6

TABLE V.

RAIN FALL IN INCHES FOR EACH MONTH—SNOW WATER INCLUDED.

Year.	Jan.	Feb.	Mar.	April	May	June	July	Aug	Sept.	Oct.	Nov.	Dec.
1864	4.53	4.18	1.90	3.94	1.97	0.92	1.70	7.24	4.99	5.89	5.44	7.04
1865	5.32	2.44	5.95	5.25	10.33	1.71	4.28	2.44	1.20	3.22	3.99	4.22
1866	2.63	7.45	3.61	2.78	4.74	2.90	2.40	4.11	7.84	2.42	7.05	4.72
1877	4.21	5.37	3.61	4.42	5.76	3.45	3.11	6.85	1.51	6.70	5.47	5.09
1868	3.17	5.03	3.33	3.17	5.51	3.80	1.06	3.88	7.48	2.80	8.03	3.22
1869	2.31	5.97	4.70	3.97	5.53	6.44	2.03	1.51	2.18	4.69	6.31	6.05
1870	10.39	8.48	2.80	5.83	2.36	3.14	4.23	2.48	4.04	8.77	6.46	4.80
1871	3.43	2.58	3.61	3.87	3.35	4.05	3.81	4.73	3.25	6.08	3.41	4.44
1872	5.31	2.33	5.42	2.80	8.29	2.93	4.48	4.76	4.88	6.72	7.61	4.72
1873	6.74	2.24	3.59	2.82	1.83	4.65	4.18	2.78	4.48	4.86	4.41	4.16
mean of 10 yrs.	4.81	4.61	3.85	3.99	4.96	3.39	3.13	4.08	4.19	5.22	5.82	4.85

RECAPITULATION.

Year.	TEMPERATURE.				Year.	Rain Fall—Snow water included.									
	Mean. Ann.	Highest.	Lowest.	Range.		Sp'g		Sum		A'tm		Win		Total.		Rain.
						Days.	Nights.	Days.	Nights	Days.	Nights.	Days.	Nights.	Days	Nights.	Inches.
1864	40.76	84,0	—14,0	98,0	1864	19	23	20	20	25	23	16	31	80	97	49.74
1865	40 95	76,0	— 9.0	85.0	1865	26	37	22	14	15	13	18	17	81	81	50,25
1866	40.53	87,0	—22,0	109.0	1866	25	27	13	20	24	25	17	19	79	91	52.68
1867	39.47	78.0	—13.0	91.0	1867	31	28	21	25	20	28	22	25	94	106	55,55
1868	38.19	77,0	—11,0	88,0	1868	20	25	17	21	26	28	19	17	82	91	50.48
1869	41.03	76,0	— 7,0	83.0	1869	30	24	18	20	22	24	20	28	90	96	51.69
1870	41.59	80,0	— 8.0	88.0	1870	22	21	16	23	26	29	30	35	94	108	63,78
1871	39.72	82,0	—21,0	103.0	1871	32	36	23	26	25	21	31	32	111	115	46 67
1872	39,53	80,0	—16,0	96,0	1872	28	24	21	34	27	34	27	28	103	120	60,16
1873	39.73	80,0	—10,0	90.0	1873	24	29	21	22	19	19	18	21	82	91	46.74

By comparing the foregoing Tables with the following observations taken at Bass River, Kent County, the difference in climate will be readily observed.

ABSOLUTELY HIGHEST TEMPERATURE.

Year.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1871	40.6	45.6	57.6	54.9	82.0	84.9	82.2	83.0	77.6	71.1	52.2	46.7
1872	36.8	39.1	39.3	59.6	68.9	89.0	87.0	87.2	80.0	70.0	55.8	35 8

ABSOLUTELY LOWEST.

Year.	Jan.	Feb.	Mar.	April	May	June	July	Aug	Sept.	Oct.	Nov.	Dec.
1871	—22.3	—12.1	—10.0	15.3	26.3	33.1	46.1	41.1	32.0	22.3	0.0	—14.3
1872	—10.0	—13.0	—17.4	21.6	28.4	39.0	42,3	36,8	37.0	19.0	8.1	—17.0

MEAN MONTHLY TEMPERATURE.

Year.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov	Dec.
1871	12.9	14.4	30.9	34.9	46.9	58.3	64.7	62.8	49.1	44 6	27.3	15.0
1872	15.3	17.0	17.6	36.1	45.8	63.3	64.8	61 8	56.6	43.6	31.2	11.9

The temperature at St. John is about five degrees warmer in Winter, and over four degrees cooler in Summer, than that at Bass River; while the Spring and Fall climate of the two places correspond very closely. The fluctuations in the temperature are not as great along the Bay shore as at localities farther inland and removed from the immediate influence of the fogs and sea breeze. The fog-belt does not extend more than ten or twelve miles inland, so that, at any time during the summer, a change of climate from one of forty-five degrees, to one of eighty or ninety, may be easily obtained—a journey of a few miles being all that is necessary.

COURSE OF THE SEASONS.

Winter is fairly established by the middle of December; in January the thaw common to this latitude commences; in February the snows are deepest, but seldom exceed four feet in the northern

portion of the Province, and three feet in the southern portion: Spring commences about the fifth of March; the weather during September and October is delicious; and is decidedly the pleasantest portion of the year. Inland navigation closes about the twentieth of November—the St. John River being frozen over as early as the fifth of that month, and at other times remaining open until the sixteenth of December—but varies with the season.

LUMBERING OPERATIONS

in the Province—with which the climatic changes are so intimately connected—have been characterized by the same wilful waste and extravagance which has resulted in the denuding of the great lumber regions of Michigan and other Western and North-western States; and now, material which was formerly rejected as worthless is about all that is left, in many sections of the province, of its once noble forests. It is true that in some portions of the province, there are extensive pine forests in which the ring of the woodman's axe is, as yet, an almost unknown sound. Difficulty of communication, between these tracts and the seaboard, has been their safeguard in the past, but the rapidly expanding railway lines will, in a few years, annihilate the distance, and then these forests will vanish like the dew before the noon-day sun.

One very objectionable feature about the lumber business as carried on in this province is the participation of the farmers in the speculations of the trade. In many sections of the country the men leave the women and children to care for the farms and stock, as best they may, while they go off to the woods for the winter. This practice of combining the two pursuits of farming and lumbering is not only damaging to the best interests of the people themselves, but to the country at large, as the farms occupied by these people, from want of proper care and attention, are constantly deteriorating in value and productive qualities; thus preventing the province from attaining to that position among the

agricultural countries of the world to which, by reason of the natural and acquired fertility of her soil, she is justly entitled.

Some idea of the magnitude of the Lumber Trade of the Province may be obtained from the following

TABLE SHEWING THE EXPORTATION OF LUMBER FROM THE PORT OF SAINT JOHN FOR EACH YEAR,

FROM 1862 TO 1873, BOTH YEARS INCLUSIVE.

Year	Deals.	Deal Ends.	Timber. Boards, Scant'g &c.	Timber. Pine—tons.	Timber. Birch—tons.	Palings M.	Laths M.	Shing's M.	Lath'd. cords.	Clapb's M.	Shooks.
1862	142,133,899	5,675,973	30,955,989	15,588½	11,679	4,855	11,658	3,157	3313½	7854	66,980
1863	174,368,877	7,211,631	27,582,615	18,615	8,627	4,890	19,323	9,543	3184½	14334	129,731
1864	142,173,898	5,716,053	27,325,533	15,212½	11,407	4,834½	11,232	3,158½	3414	7852	225,923
1865	157,228,289	6,124,237	43,334,645	18,748	9,498	5,702	21,998	10,518	222	361	427,922
1866	141,077,334	6,305,678	43,208,098	17,793½	11,301	4,485	38,997	20,739	3671	800	552,880
1867	156,303,528	6,268,019	42,357,396	8,442	5,967	5,216	44,715	4,019	3091½	430	687,616
1868	170,483,548	7,874,923	58,120,618	8,383½	7,621	4,389½	81,084	14,514	1733½	818	1,119,884
1869	138,843,386	6,067,433	68,073,682	9,474	10,152	3,306¼	91,860	6,079	2481½	492	1,024,556
1870	148,239,523	6,965,677	83,312,570	3,557	7,361	3,620½	108,606	5,181	1553½	2363½	977,956
1871	143,473,501	5,703,247	84,851,000	1,640	9,792	3,906½	111,872	3,349	56	220	912,589
1872	140,205,953	6,054,109	86,057,015	1,829	10,791	2,387	115,370	4,924	10	236	1,110,748
1873	195,246,449	8,434,943	59,873,608	1,557	11,165	3,615	120,192	1,983	20	52	803,505
Totals	1,849,918,185	78,421,883	655,137,749	120,850	115,361	51,150¼	776,907	86,154½	25633¼	4,063½	8,406,102

The total value of the produce of the forests of New Brunswick —including many articles not enumerated in the above table—

exported from the different ports of the Province during the fiscal year ending on the 30th June 1873, as shown by the Custom House returns, amounted to $3,978,981; of which amount St. John contributed nearly two-thirds, or $2,427,942. The total value of all the exports from the Province during the same year, was but $6,487,315, or $1,470,647 less than double the value of the lumber exported. It is impossible to form a correct estimate of the quantity and value of the lumber required for home consumption; but that it is very large, is shown by the fact that at least ninety-five per cent. of the buildings erected in the Province are built entirely of wood.

SHIP BUILDING

—another important branch of Provincial industry, and one which merits a much more extended notice than our space will allow it to receive—causes a constant and heavy drain upon the timber resources of the country. Heavy importations of pitch pine timber and lumber are made yearly from the Southern States to meet the requirements of the business.

"Jonathan Leavitt, one of the first settlers at St. John, built a small schooner there before 1770. This vessel was named the "Monneguash," that being the Indian name of the peninsula on which the eastern part of the City of St. John now stands. In 1773, a large schooner was built at Miramichi, and named the "Miramichi," by Wm. Davidson, the first British settler on that river. From these two vessels the Province dates its shipbuilding, which may be said to have grown up with it, gradually increasing until it has attained its present extent and value." Formerly, a very large proportion of the vessels built in the Province, were built under contract for foreign owners and shippers. But of late years a great change has taken place in this respect, and now New Brunswick built ships are owned and sailed by provincialists; and the Dominion of Canada, thanks to the courage and enterprise

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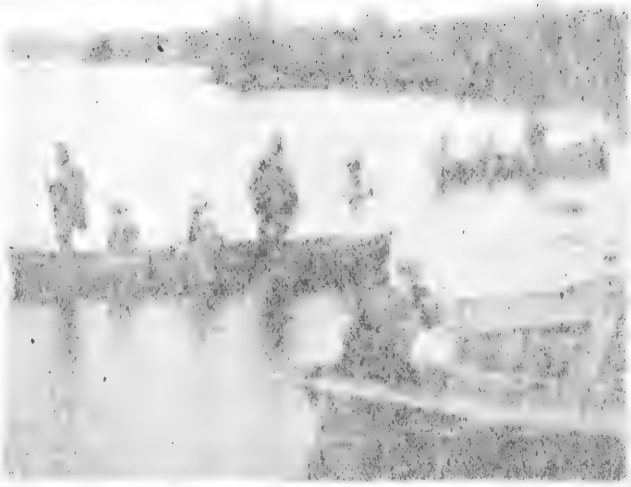

Loch Lomond, near St. Fillans.

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McCLURE, Photo. **Loch Lomond, near St. John.** ST. JOHN, N. B.

manifested by the people of this province, ranks fourth on the list of the ship-owning countries of the world. The results of the ship-building operations which are carried on in every bay and inlet of the extensive sea-coast of the province, as well as upon the banks of its navigable rivers, are shown by the following

STATEMENT OF THE NEW VESSELS REGISTERED IN NEW BRUNSWICK, AND THEIR TONNAGE, IN EACH YEAR FROM 1825 TO 1873, BOTH YEARS INCLUSIVE, INCLUDING THOSE BUILT FOR OWNERS IN THE UNITED KINGDOM, AND SENT HOME UNDER CERTIFICATE, OR GOVERNOR'S PASS:

Year.	Number.	Tonnage.	Year.	Number.	Tonnage.	Year.	Number.	Tonnage.	Year.	Number.	Tonnage.	Year.	Number.	Tonnage.
1825	120	28,893	1835	97	25,796	1845	92	28,972	1855	95	54,561	1865	148	65,474
1826	130	31,620	1836	100	29,643	1846	124	40,383	1856	129	79,907	1866	118	45,922
1827	99	21,806	1837	99	27,288	1847	115	53,373	1857	148	71,989	1867	*	no ret'n
1828	71	15,656	1838	122	29,167	1848	86	22,793	1858	75	36,263	1868	84	24,419
1829	64	8,450	1839	164	45,864	1849	119	39,280	1859	95	38,330	1869	88	31,972
1830	52	9,242	1840	168	64,104	1850	86	30,356	1860	100	41,003	1870	88	35,599
1831	61	8,571	1841	119	47,140	1851	99	49,595	1861	80	40,523	1871	108	33,353
1832	70	14,081	1842	87	22,840	1852	118	58,599	1862	90	48,719	1872	93	36,464
1833	97	17,837	1843	64	14,250	1853	122	71,428	1863	137	85,250	1873	104	42,701
1834	92	24,140	1844	87	24,543	1854	135	99,426	1864	163	92,605			
Total	856	180,296		1107	330,635		1096	494,205		1110	579,150		831	315,904

Total for forty-eight years 5,000 vessels, measuring 1,900,190 tons register; averaging 104 1-6 vessels 39,586 tons in each * year. The vessels registered since 1st May 1855 were registered under the "Merchants Shipping Act," 1854, which reduced the tonnage by about ten per cent. as compared with the act previously in

* The fiscal year of the Dominion of Canada commences on the 1st of July and ends on the 30th June, following, consequently the returns for the first six months of 1867, and last six of 1873, do not appear in the above Table. Confederation was consummated on the 1st July, and the returns for the six months preceding have never been published.

operation. Estimating these vessels at the average value of $40 per ton, a low estimate, we have the immense sum of $76,007,600, as the proceeds of the shipbuilding operations in the province during the forty-eight years.

THE FISHERIES

of North America—the Turkey of the New World, and a bone which has become somewhat mangled in the contentions which it has occasioned—as a national possession, are inestimable; and as a field for industry and enterprise, inexhaustible. The most valuable fisheries of the Atlantic are those on the Banks of Newfoundland, the St. George's Banks, in the Gulf of St. Lawrence, and in the Bay of Fundy; and all the maritime nations of the world have endeavoured to obtain the right to fish in these waters. The persuasives employed in the prosecution of these attempts have not always been of the gentlest kind, and, as a consequence, have been productive of considerable ill-will. With the disputes which have arisen over the so-called "fishery rights" most people are conversant, and a reference to them would be out of place in a work of this description.

The fisheries about the coasts of New Brunswick, besides their general importance to the province as a source of maritime wealth and commerce, possess a special value to the inhabitants, as they afford a great variety of nutritious and economic food of superior quality and admirably adapted to their domestic requirements. They are also, in other respects, specially valuable to those who engage in maritime pursuits, either as a distinct industry, or combined with agriculture. The principal localities in which fishing is carried on do not usually present conditions favorable to husbandry, being limited in extent and fertility and subject to certain climatic disadvantages, and the prolific nature of the adjacent waters are a necessary compensation for defects of soil and climate.

STATEMENT SHEWING THE YIELD AND VALUE OF THE FISHERIES OF THE PROVINCE DURING THE YEARS 1870, 1871 AND 1872, AND THE NUMBER OF MEN EMPLOYED:

Kinds of Fish.	1870.		1871.		1872.	
	Yield.	Value.	Yield.	Value.	Yield.	Value.
Codfish, qtls.....	21,167	$83,243	9,292	$43,268	81,420	$346,035
Mackerel, bbls...	3,282	39,384	4,636	56,603	2,217	37,728
Herring, " ...	105,736	422,496	150,871	603,484	124,157	496,628
Salmon, " ...	7,495	176,945	8,042	201,065	8,000	207,767
Other Fish.....	.....	405,917	.....	674,278	.....	882,301
Total value	.....	$1,131,435	.....	$1,578,695	.....	$1,665,459
No. of men empl'd	2,255		5,161		6,808	

It is impossible to give a full return of all the fish caught, as large quantities of fresh and half-cured fish go from the fishing grounds in coasting and trading vessels without being reported, and, in many sections, the only fishing pursued is for local consumption, of which no return is made. Twenty years ago (1854) the value of the fish exported amounted to $273,836.70.

RIVER FISHERIES.

The numerous rivers, lakes and streams which so bountifully water New Brunswick, are filled with fish of excellent quality and great variety. Besides those fishes which enter from the sea, including the salmon, the shad, the gaspereaux, the striped basse, the smelt, the silver eel, the sea-trout, and the sturgeon, there are others which remain constantly in fresh water and may be taken readily. If, in the words of Izaak Walton, a man wishes "to be pleasant and eat a trout," he can gratify his taste almost anywhere in the Province. Where, when and how to catch this the most delicious of fresh water fishes will be told elsewhere; meanwhile we will turn our thoughts backward through the flight of ages to the time when the

ABORIGINEES

stalked in lordly grandeur

> "Within the solemn woods of ash deep-crimsoned
> And silver beech, and maple yellow-leaved,"

back to the time when, undisturbed by the presence of his "pale-face brother" from o'er the sea, and untainted by the vices which have since become his ruin, the Indian could lay just claim to the lofty title of Onkwe honwe, or *real men*. The descriptions of the race of men who inhabited the Continent of America, at the time of its discovery by the Europeans, as given by the Jesuit Fathers who,—with that love to their fellows, and earnest zeal for the cause of their Lord and King which characterized them before they became imbued with the bigotry, treachery and cruelty coincident with their rise to wealth and power—followed the early settlers of the country into the wild fastnesses of the Indian's home, and who had the best means of judging the Indian character, prove very conclusively that the title was rightly assumed.

"There are in New Brunswick two tribes of Indians, differing widely from each other in their language, customs, implements, and habits of life. The marked distinction in almost every particular between these tribes, inhabiting the same country, and evidently sprung from the same stock, constitutes a remarkable point of interest."

First in order, not only as the most numerous, but possessing both moral and physical superiority over the others, are the Micmacs—a tall and powerful race of men, who speak a dialect of the Algonquin language, and frequent the northern or Gulf Shore of the Province. The other and less numerous and inferior body are the Millicetes, who speak a dialect of the Huron language, and frequent the River St. John and its tributary waters. The Micmacs are strongly attached to the sea-side, near which they are generally found; hence the Milicetes call them "salt-water Indians." The Milicetes, on the contrary, have a great aversion to salt water; they are thorough woodsmen, and confine themselves to the lakes and streams of the interior. At the time of the discovery of America the Algonquins, under various names, occupied the Atlantic coast from Virginia to the St. Lawrence, and extended up that

river for several hundreds of miles on both sides, along the northern shores of Lake Ontario, through the Western Peninsula, on all sides of Lake Superior, and westward to the Mississippi. Northward of the line thus traced there are to this day few Indians who do not speak dialects of the Algonquin tongue. It is the language of the Micmacs and Abenekis of the Lower St. Lawrence and New Brunswick and Nova Scotia. A few hereditary maxims or customs, enforced by public opinion, and a fitting respect and deference to their chiefs, constituted all the government of the Algonquins. They surpassed all the nations of this continent in their stories of beautiful legend and tradition—many of which have been interwoven into Longfellow's "Hiawatha." The Algonquin language is the most cultivated of all Indian tongues, possessing every capability for the purposes of the orator and the poet, and is singularly sweet and flowing in its sound. Though the Indians had no alphabets, their system of hieroglyphics compensated, in some measure, for this want.

Their conceptions of the nature of God was such that to this day His name in the Algonquin bible is Kitchie Manito—the Great Spirit—and, in Iroquois, the old name *Innis* (good) remains also unchanged. The missionaries could teach them but little as to the attributes of the Deity. Their calling God the *Great Spirit* indicates their belief in a multitude of lesser spirits. Nothing was mortal in their eyes. They believed that the spirits of the arms, food and paints buried with a fallen warrior accompanied his spirit to the happy hunting grounds. We are told by Pere Chretiene Leclercq (Nouve le Relation de la Gaspesie, 1691) that the Indians of Gaspe performed a simple and beautiful act of worship to the sun every morning on his rising. The same authority says also, that from time immemorial they had paid adoration to the cross, which was embroidered on their garments, planted in their wigwams, and placed in the bows of their canoes. Their tradition regarding it was that at some remote period their nation

was on the point of destruction from some plague, and that one of their old men dreamed he saw a glorious form bearing a cross, who told him to cause his people to make a cross, which, whosoever received with reverence, should be safe from the pestilence.

Two great causes have prevented the spread of Christianity among the Indians—the bad example of professing Christians, and their own independent thought and keen reasoning powers. "Make the English good first," said a New England chief of old to a missionary who wished to preach to his people.

The Indians of Quebec and Ontario have ceased retrograding in the moral and intellectual scale, and have commenced to advance toward a higher position in life, and, as a consequence, their numbers, instead of rapidly decreasing as heretofore, are increasing. In New Brunswick but little improvement has been make, or attempted, in the moral, religious, or physical condition of the Indians. "The Micmacs subsist during the summer chiefly by fishing or hunting; during the winter many of them find employment with the lumbermen. The Milicetes hunt and trap during the winter; in summer they make baskets and other light articles, varying their labor with fishing and shooting."

The number of Indians in the Province in 1841 was 1,377; ten years later the number had decreased to 1,116,—but in 1871 they numbered 1,403 of all ages.

PROGRESS OF POPULATION.

The total population of New Brunswick in 1824, was 74,176 souls; in 1834, it was 119,457; six years later, 1840, it was 154,000; in 1851, it was 193,800, and in 1871 the number amounted to 285,777, or an increase of 211,601 in forty-seven years.

DESCRIPTIVE GUIDE

TO

THE CITY OF SAINT JOHN.

SAINT JOHN, the "Liverpool of America," and the first city in New Brunswick in population, wealth, and commercial and political importance, and destined, eventually, to become the chief seaport of Canada, and a powerful rival of the older towns of the Atlantic coast, with many of whom it now competes—and on very favorable terms—in the carrying trade of the world; is commandingly situated at the mouth of the River St. John, and an object of admiration to all who behold it. The eastern side, or city proper, is built on the sloping sides of a rocky peninsular, formed by the River and Harbour on the west side, and Courtenay Bay on east, and contains most of the public buildings and business houses; and Carleton, or the west side—with its streets sloping from the heights in the rear of the town to the water's edge, its pretty churches and neat dwellings, its tall chimnies, smoke-pennoned and black, marking the sites of the mills and factories—adds beauty and interest to the city of which it is an outgrowth and part. The northern boundary of the city is formed by a valley through which the frozen torrents of the St. John River found their way in the pre-Adamitic age when there was

> "* * * Naught around but deserts lost in snow, and solid floods,
> That stretched athwart the solitary vast
> Their icy horrors to the frozen main."

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McClure, Photo. **Green Head, St. John River.** St. John, N. B.

Beyond this valley, running due east and west and overlooking the city, which they shut of from the country in the rear, Portland Heights are to be seen, dotted here and there, on the right, with the castellated residences of the wealthy classes; and in the rear, and to the left of the city, the Town of Portland—another suburb of the city, but not as yet incorporated therein—nestles on their rocky sides. The position of the

HARBOUR OF ST. JOHN

at the mouth of a river which, together with its tributaries, has an almost uninterrupted navigable length, for steamers, of over eight hundred miles; and a further navigable length, for boats or canoes, of about a thousand miles more; and its entire freedom from obstruction by ice, gives it great advantage over all the northern ports of this continent, and more than compensates for its drawbacks. It is safe, and easy of access, at high tide, for the largest class of vessels, and affords great facilities, on account of the great rise and fall of the tides, for the repairing of vessels and the building of dry docks—in which latter respect St. John is sadly deficient; not for the lack of room, however, as a dock, of capacity sufficiently large to contain one half of the vessels in the world, might be built at a comparatively small expense in Courtemay Bay,—nor from lack of funds, but because of the want of enterprise on the part of the monied men of the place.

PARTRIDGE ISLAND,

situated at the entrance to the harbour, is at once its guide and guard. It is circular in shape, rising, with precipitous rocky banks, to a heighth of about seventy or eighty feet above low water, and contains about one hundred acres of land. In 1788, the Provincial Legislature passed an Act for the support of a light-house on this island, and the finest light in New Brunswick was established here in 1818.

A Fog Horn or Steam Whistle—the first of the kind ever used

for this purpose—was erected on the island in September 1860, and is sounded at intervals of ten seconds, during the prevalence of fogs or snow storms, and can be heard at a distance of from four to eight miles. On the island is a battery, the guns of which are of the Queen Anne, or some other antedeluvian and useless pattern. There is a signal station here also, and a hospital for the reception of sailors and immigrants sick with contagious diseases. There is a Bell Buoy anchored at the extremity of a ledge to the eastward of the island, which is very useful to vessels in thick or stormy weather. The sound of the bell can be heard at a distance of three miles. To the left of the island, and about half a mile distant,

NEGROTOWN POINT,

a high bluff overlooking and commanding the western entrance to the harbour, looms up. A battery was erected here some years ago, but the guns, if ever placed in position, have been removed and the fortification is rapidly becoming dilapidated. Between Partridge Island and the city, at the lower extremity of a reef of rocks is a

BEACON LIGHT

which is of great use to the vessels entering the harbour in stormy weather. The wharf accommodation has been very much improved and enlarged within the last few years, but there is still plenty of room for improvement and extension; and the substitution of stone for timber in the construction of the wharves will greatly improve their appearance. When we remember that less than a century ago the present site of the city was a wilderness, scarce touched by the hand of man, we cannot but wonder at the rapid progress which has been made—marks of which are evident all around us. And when we contrast the present condition of the harbour, crowded with vessels of the largest size from all parts of

the world, with that which it presented in 1782—when but eleven vessels, the largest of which was of but eighteen tons burthen, entered the harbour during the year—we are compelled to admit that the prospects of St. John becoming the chief port of America, north of New York, are very flattering, and almost assured.

In this connection the following census returns of the city may be of interest :

1840	19,281	1861	27,317
1851	27,745	1871	28,805

Portland in 1851, contained 8,429 souls; and in 1871, 12,520; an increase of nearly fifty per cent. in twenty years ; that of St. John during the same time was twenty-six and one half per cent. This fact must be borne in mind, when comparing the relative increase in population of the city and Portland, namely :—that a large proportion of the population of the latter place is composed of people whose places of business are in the city, but who prefer the highlands of Portland, rather than the crowded streets of the city, as a residence for themselves and families.

TOPOGRAPHY.

Artistically St. John is a success; architecturally it is a failure. The turtle-shell contour of its site, although contributing much toward the picturesque appearance of the city and enabling those on the top—as in the gallery of an old-fashioned country church—to look over the heads of their more lowly-minded neighbors, has necessitated an immense expenditure of time and money to render the approaches to the top easy and safe, and to prevent those near the edge of the shell from sliding off into the water. Thanks to the patient perseverance of their own and their ancestors grandfathers, the present generation hope to be able to present to their successors a city whose streets, being hewed out of the solid rock, shall be unto them a constant incentive to render the pathway of their neighbours as easy as lieth in their power, by smooth-

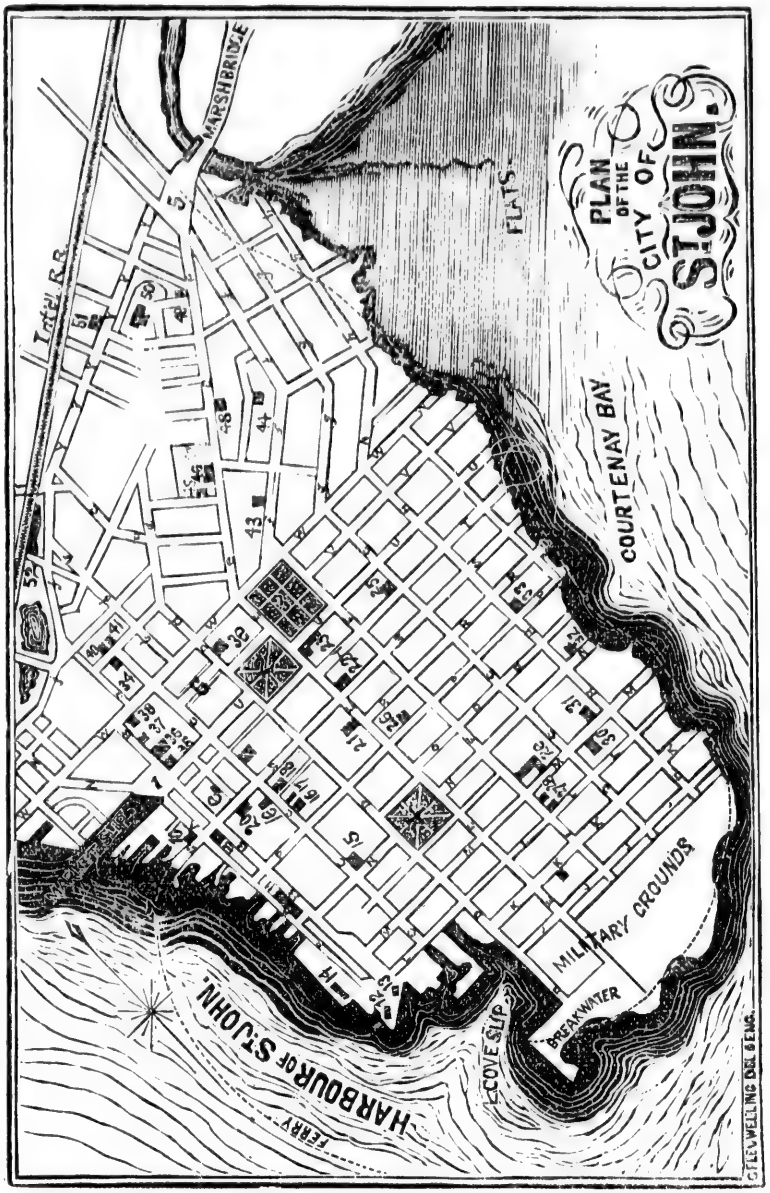
ing down the inequalities and rough places which are ever to be met with in life, and an ever present appeal to leave behind them footprints,—not on the sands of time, but on the solid rock :

"Footprints, that perhaps another,
Sailing o'er life's solemn main,
A forlorn and shipwrecked brother,
Seeing, may take heart again."

The elevated character of the city renders a perfect drainage of the streets possible—which is being rapidly accomplished, although at great expense, as all the excavations have to be made through rock. Until within the last two or three years St. John had no sidewalks worthy of the name, as, although some few of the streets were supplied, in patches, with plank, stone or brick walks, they were so poorly laid that they were but little better than none. Shoemakers' shops are famous loafing places and the wax stuck so so tightly to the members of the old Common Councils that it took them all of their time to remove it, and consequently the footpaths were neglected, causing pains innumerable to the farmers whose sole crop was corn, and rejoicing and profit to the Knights of Crispin. Fortunately a change for the better has taken place, and, under the impulses of newly acquired freedom, the late Councils have begun the work—which should have been finished years ago—of supplying sidewalks suitable to the requirements of comfort, and safety to sole and body.

STREET DIRECTORY, AND DIRECTORY TO PLAN.

By referring to the plan of the City on the opposite page, the reader will see that the streets south of Union street (W) cross each other at right angles, and that those to the north of that street, are irregularly laid out—owing to the uneven character of that portion of the city. It will also be observed that the streets are designated by letters, and the squares and public buildings, by figures. And in this Directory the names of the streets, &c., will be followed by


PLAN OF THE CITY OF ST. JOHN.
MARSH BRIDGE
I. C. R. R.
FLATS
COURTENAY BAY
MILITARY GROUNDS
BREAKWATER
COVE SLIP
HARBOUR OF ST. JOHN
FERRY
STEVENS WELLING DEL & ENG.

their representative letter, or figure as the case may be. The following abbreviations will be used, viz.: bet., Between; cont., Continuation; junc., Junction; opp., Opposite; N., North; S., South; E., East; W., West. The words "runs from," after the name of the street, will be omitted for sake of brevity, as also the word "street." The streets followed by an asterisk (*) are for the most part bye streets, or but little frequented, for which reason no representative letters were assigned them.

ACADEMY OF MUSIC, (19).
BRITTAIN (L) foot of Prince Wm (B), E. to Courtenay Bay.
BRUSSELS (f) N. E. from junc. Union (W) and Carmarthen (F), to Marsh Bridge.
BRUSSELS ST. BAPTIST CHURCH, 43.
BRUNSWICK (*) Brussels (f) E. to Courtenay Bay.
CALVIN CHURCH, 34.
CANTERBURY (*) King (U) S. to Princess (S).
CARLETON (*) Peel (a) E. to Cobourg (d).
CARMARTHEN (F) from junc. Brussels (f) and Union (W) S. to Military Grounds.
CARMARTHEN ST. WESLEYAN MISSION, 28.
CASTLE (*) N. E. from Waterloo (e).
CHARLES (*) E. from Garden (c).
CHARLOTTE (D) Union (W) S. to Military Grounds.
CHRISTIAN BAPTIST CHURCH, 26.
CHURCH (*) Germain (C) W. to Prince Wm. (B).
CLARENCE (*) Brussels (f) E. to Courtenay Bay.
CLIFF (*) Waterloo (e) N. W. to Cobourg (d).
COBOURG (d) a cont. of Charlotte (D), Union (W) N. and N. E. to Hazen (*).
CONGREGATIONAL CHURCH, 38.
COURTENAY (*) St. David (h) E. to Courtenay Bay.
COURT HOUSE and JAIL, 23.
CROWN (*) Union (W) S. to Princess (S).
CUSTOM HOUSE, 11.
DOCK (Z) Market Sqr (1) N. W. to Union (W).
DORCHESTER (b) Inter'l R. R. Depot (52) S. to Union to (W).
DRURY LANE (*) Union (W) N. to North (*).
DUKE (P) Water (A) E. to Courtenay Bay.
ELLIOTT ROW (V) Old Burying Gro'd (3) E. to Courtenay Bay.
ERIN (g) cont. of St. Patrick (g) Clarence (*) N. E. to Marsh Bridge.
EXMOUTH (*) Richmond (*) N. E. and E. to Brussels (f).
EXMOUTH ST. METHODIST CHURCH, 44.
FERRY LANDING, and E. & N. A. R. R. Ticket Office, 10.
GARDEN (c) cont. of Paddock (*) Cobourg (d) N. to City Road (Y).
GAS WORKS, 29.
GEORGES (*) Union (W) N to Pond (j).
GERMAIN (C) St. John Church (41) S. to Brittain (L).
GERMAIN ST. BAPTIST CHURCH, 15.
GERMAIN ST. METHODIST CHURCH, 18.
GOLDING (*) W. from Waterloo (e).
HANOVER (*) Brussels (f) E. to Courtenay Bay.
HARDING (*) Germain (C) E. to Carmarthen (F) S. of Queen Sqr (4).
HAY MARKET SQUARE, 5.
HAZEN (*) Dorchester (b) N. E. to Cobourg (d).
HORSFIELD (*) Germain (C) opp. (19) E. to Charlotte (D).
INTERCOLONIAL R. R. DEPOT, 52.
KING (U) Market Sqr. (1) E. to Courtenay Bay.

King Sqr. (2) on King bet. Charlotte (D) and Sydney (E).
Leinster (T) Sydney (E) E. to Courtenay Bay.
Main (K) Charlotte (D) E. to Courtenay Bay.
Maritime Bank Building, 36.
Marine Hospital, 39.
Market (6) Germain (c) E. to Charlotte (D).
Market Sqr. (1) junct. of King (U) and Prince Wm. (B).
Mechanics' Institute, 40.
Mecklenburg (O) Queen Sqr. (4) E. to Courtenay Bay.
Mill (Z) cont. of Dock (Z), Union (W) N. across Pond (j) to foot of Main St., Portland.
Nelson (*) Market Slip N. and W. to Smythe (*).
New Post Office, 8.
North (*) W. from Georges (*).
Odd Fellows' Hall, 17.
Old Burying Ground, (3).
Orange (R) Sydney (F) opp. (21) E. to Courtenay Bay.
Paddock (*) cont. of Garden (c) Cobourg (d) S. E. to Waterloo (d).
Peel (a) Union (W) N. to Pond (j).
Peters (*) Waterloo (e) N. W. to Cobourg (d).
Pitt (H) Union (W) S. to Military Grounds.
Pitt St. Baptist Church, 33.
Police Office, 37.
Pond (j) Mill (Z) E. and N. E. to Int. R. R. Depot (52) and City Road (Y).
Protestant Orphan Asylum, 27.
Princess (8) Water (A), opp. Ferry Landing (10) E. to Courtenay Bay.
Post Office, 9.
Prince Wm. (B) Union (W) S. to Reed's Point, (13).
Public Hospital, 50.
Queen (N) Prince Wm. (B) E. to Courtenay Bay.
Queen Sqr. (4) on Queen (N) bet. Charlotte (D) and Sydney (E).
Rebecca (*) S. W. from Golding (*).
Reformed Presbyterian Church, 22.
Reed's Point Wharf, 13.
Reservoir, 25.
Richmond (*) Waterloo (e) opp. (46) S. E. to St. Patrick (g).
Ritchie's Building--Masonic Hall, 20.
Roman Catholic Cathedral, 46.
Roman Catholic Orphan Asylum, 45.
Sewell (*) junc. of Peel (a) and Pond (j) E. to Cobourg (d).
Sheffield (J) Charlotte (D) E. to Courtenay Bay.
Skating Rink, 51.
Smythe (*) Market Slip N. to Mill (Z).
St. Andrews (*) cont. of Harding (*) Sydney (E) E. to Carmarthen (F).
St. Andrew's Church—Scotch, 16.
St. David (h) cont. of Pitt (H). Union (W) N. E. to Marsh Bridge
St. David's Church—Presbyterian, 21.
St. James (M) Prince Wm. (B) E. to Courtenay Bay.
St. John Church—Episcopal, 41.
St. Mary's Church—Episcopal 49.
St. Patrick (g) cont. of Wentworth (G), Union (W) N. E. to Clarence (*.)
St. Philip's Church—colored, 32.
Sydney (F) Union (W) S. to Military Grounds.
Telegraph Office, 35.
Union (W) Smythe (*) E. to Courtenay Bay.
"Union Line" Steamboat Wharf, 14.
Ward (*) S. from Market Slip.
Waterloo (e) Union (W) N. E. to Haymarket Sqr. (5).
Waterloo Street Baptist Church, 48.
Water (A) Market Sqr. (1) S. to Reed's Point (13).
Wentworth (G) Union (W) S. to Military Grounds.
Wiggins' Protestant Orphan Asylum, 31.
White (*) N. W. from Waterloo (e).
Young Men's Christian Association Building, 39.

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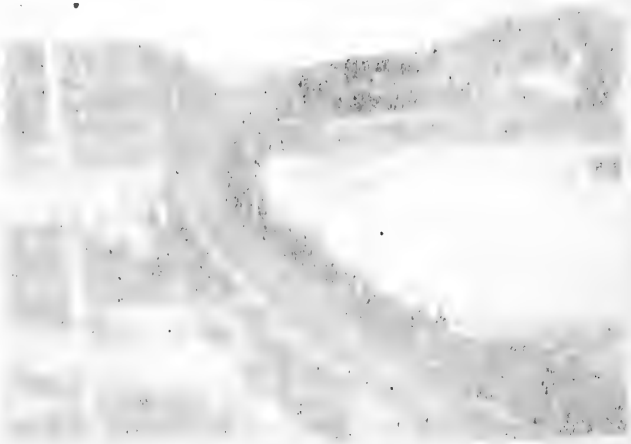

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McClure, Photo. Lawlor's Lake, on the Intercolonial. St John, N. B.

The principal business streets are King, Prince William, Water, Dock, and Charlotte; but the requirements of trade are increasing so rapidly that many streets which a few years ago were occupied exclusively by residences are fast becoming "busy marts of trade."

KING STREET.

It would be impossible, in a book of the size of this, to take the reader through a minute exploration of the City, calling his attention to every point of interest. Only the more prominent can be mentioned, and perhaps the best method of introducing these to the notice of a stranger will be by a walk or drive from one point to another. King Street (U)—the Broadway of St. John—extends from the St. John River on the western side of the city, to Courtenay Bay on the eastern side.

MARKET SLIP,

at the foot of King Street, is the principal rendezvous of the vessels loaded with produce, fish and cordwood, intended for sale in the city, and presents at times a busy and noisy scene. The wharves on either side of the Slip, called respectively North and South Wharves, are the scenes of lively competition between the verdant "blue-noses" and their oily, but not more cunning city brethren. (A short residence in St. John will teach the most unobservant and ignorant stranger the meaning of the appellation "blue-nose," and prove to him at the same time that the title is not unjustly applied). Much of the heavy business of the city is transacted in the region of these wharves, the aroma peculiar to them—which, by the way, is not particularly attractive to strangers—seeming to have a strong effect upon the people doing business there. Those visiting this part of the city will do well to take their note books with them.

MARKET SQUARE,

at the head of the Slip, is the centre of gravity for all the unemployed truck and hand-cart men, wood-sawyers, coal-heavers and

"odd-job-men" of the city; who, by their witty sayings and comical actions, often cause the passer by to lose his gravity. At the lower end of the Square is the spot—remarkable in the history of the city, and endeared to such of its inhabitants as feel an interest in old associations—where the Loyalist Founders of the city landed on the 18th May, 1783. Water (A) and Prince William (B) Streets enter the Square on the right—the latter forming its eastern boundary, and Dock (Z) on the left, or north side. The Square is the starting point of the Street Railway Line; a car leaves the Square once in every twelve minutes for Portland and Indiantown, *via* Dock and Mill Streets, and Main Street, Portland. Dyspeptics will find this road, like the one to Jordan, rather hard to travel, but a trip to Indiantown and back every morning before breakfast will prove of immense benefit to the digestive organs. This advice is gratis, not legal. The handsome stores fronting on the northern and eastern sides of the Square are occupied by some of the most substantial firms doing business in the city. On the northern corner of King Street will be found the office of the Western Union Telegraph Company—the only Telegraph Company doing business here, as yet. Adjoining is the Maritime Bank, a fine four-storey building—grey freestone front, granite basement and Mansard roof—under the joint occupancy of the Maritime Bank, the Bank of Montreal, the Bank of Nova Scotia, and the Board of Trade. A visit to the Police Office during the session of the court, should be made by every stranger visiting the city, if he wishes to obtain a proper conception of its morals. If the sights to be seen there do not move his heart with deep emotion the fault will lie, not with the poor, blear-eyed men and women grown grey in dissipation and vice, who sit in sullen silence on the benches inside of the railing; nor with those upon whose childish lips the dew of a mother's kiss has scarce dried ere they were plunged into the punch-bowl; nor yet with the rough, jeering crowd of debauched, demon-eyed wretches who throng around the outside of the rail,

waiting with bated breath the sentence of the Judge, half wishing themselves prisoners, instead of their friends, that they might be sure of a few days freedom from care and vice; nor with the man himself, but with nature, for forming a man without a heart! A man can scarcely visit a place of this description without feeling that the ill effects of rum drinking more than counterbalance the pleasure or good to be derived from its use, no matter what poets and doctors may say to the contrary, and will be ready to exclaim—

"To the sewers and sinks
With all such drinks,
And after them tumble the mixer;
For a poison malign
Is the red, red wine,
Or at best but a Devil's Elixir."

Nearly opposite the Police Office, but a little higher up Prince William Street—or Chipman's Hill, as this end of Prince William Street is sometimes called—is a fine four-storey granite building, occupied by the Bank of British North America.

KING SQUARE.

As we stroll up King Street we catch sight of a grim, sentry-like structure frowning down upon us from the height above; and, hurried along by that curiosity which has ever characterized the descendants of poor, devil-inspired Mother Eve—forgetting in our haste to examine the tempting display of goods in the shop windows, forgetting the fact that we are climbing a rather steep incline, a fact of which we are breathlessly conscious, however, when we arrive at the top—we soon stand before the Bell Tower, overcome with emotion and speechless admiration. Our minds insensibly take a metaphysical turn as we think of the mighty intellect of the man who planned and executed the strange design before us, and turning to a passer-by we ask with hushed voice and trembling lips, is he still alive and at liberty? "Emotional insanity" is

more aged than the scientific wise-acres of the present day would have us imagine, if the fully developed specimen which was brought forth in honor of Prince Arthur's visit to the city in 1869, and planted at the head of King Street as a "triumphal arch," is a criterion from which to judge. One of the local politicians, crazed with the excitement engendered by beating his adversaries over the "polls," made a proposition to have the Bell Tower removed from its honorable position of city scare-crow. Tradition doth not say where he was buried. The arch, tower, temple, or pagoda, call it what you will, except an ornament, serves the two-fold purpose of an entrance to King Square, and a support for a Fire-alarm bell. Passing through, we enter the Square, a beautiful plot of land, containing about three acres and covered with large shade trees, most of which were planted at the time of the visit of the Prince of Wales to the city in 1860. In the centre of the Square, toward which all the walks converge, and surrounded by an iron railing is a Fountain which might be made very attractive, but which resembles too often the jokes for which some people are famous. Saint John, like every large town, is cursed with a class of people whose words are strongly flavored with the dirt from which they sprung, and who, having no love for the beautiful, either in nature or thought, and no regard for the feelings of others, frequent those places which are intended to minister to the physical and intellectual well being of the citizens generally and by their words and deeds pollute the air and destroy the beauty of the surroundings. The broken limbed trees and trampled grass of the Square bear witness to the destructive efforts of its frequenters. On the eastern and northern sides of the Square, especially the latter, are some very fine buildings, stores, hotels, &c.; and on the eastern side is the Court House, an old fashioned unpretending stone building, containing, besides the various Jury Rooms, Judges' and Barristers' Rooms, the Supreme and County Court Room, the City Court Room and the Common Council Chamber. In the

rear of the Court House, and fronting on King Street are the Dead House, the Record Offices and the County Jail. On the same side of the Square as the Court House, but on the opposite side of King Street, is the

OLD BURYING GROUND,

a delightful retreat from the dust and strife of the busy streets, and a constant reminder of the vanity of all earthly things. Here, surrounded by sweet smelling flowers and underneath the sheltering trees, many hours of quiet enjoyment may be passed, either in wandering about deciphering the quaint epitaphs on the moss covered tombstones, or reclining on one of the benches about the paths. The following epitaph, copied from one of the tombstones in the enclosure, although it has been frequently published still retains its ancient quaintness :

Now I am dead and in my grave,
And all my bones be rotten;
Those lines you may see, remember me
When I am quite forgotten.

Thanks to the watchful supervision of the keeper, the enclosure still contains much of interest for the antiquarian and of beauty for those who live in the present. After purchasing a small bouquet to carry with us as a memento of our visit, we pass out by the gate on the Carmarthen Street side and return to King Street; on the corner of which, and standing sentry over the graves of some of the earlier settlers of the city, is St. John Church, (Presbyterian) a small wooden structure thoroughly in keeping with its surroundings. As we continue on our way up King Street, crossing Wentworth, Pitt and Crown Streets, evidence of the labor involved in making the streets passable is shewn us in the precipitous rocky walls towering, in some places, thirty or forty feet above the sidewalks. After a few minutes walk we arrive at the eastern end of King Street, where a delightful view is presented. Stretched out before us, and some two hundred feet below the bluff upon which we stand, are the waters of

COURTENAY BAY

—unruffled save by a gentle swell which, as it dashes to and fro on the rocks below, sends to our ears the murmur of some long forgotten song. Stretching away to the northward and eastward from the head of the Bay, is the Marsh with Portland Heights in the background, verdure clad and sombre. At the head of the Bay numerous vessels in different stages of completeness may be seen in the shipyards, while around the base of the hill on which we stand and glistening away up the Marsh are to be seen the rails of the Intercolonial Railway—a link between the Maritime and interior Provinces of the Dominion which is being rapidly completed. On the opposite side of the Bay the sloping banks, dotted with farmhouses and other buildings, and the fields of waving grain have a beauty all their own. Two large buildings, or collections of buildings, by their size attract considerable attention; but the fact of their being the compulsory residence of some of our fellow creatures, cause us to turn our eyes away from them. A proposal to build a bridge across the Bay, has been made at several different times; but whether it will ever be carried out or not it is impossible to say. The difficulties in the way of construction are not very great, and may be easily overcome; as, when the tide is out, the firm, sandy bottom of the Bay is free from water—save for a short distance in the centre, through which the Marsh stream finds its way—and horses may be driven over it in almost any direction. Should this bridge, which has long been talked of, ever be built another Carleton or Portland, will spring up as if by magic.

But we must continue our tour of observation, and turning our backs to the Bay we retrace our steps to Pitt Street, turning down which, after crossing Leinster, Princess, Orange, Duke, Mecklenburg and Queen Streets, we arrive at St. James' Street, near the corner of which is the

WIGGINS' PROTESTANT ORPHAN ASYLUM,

A beautiful red and grey freestone, and granite structure, three-

stories in height, built in the Gothic style of architecture, and which, for beauty of design and execution, excels all other public buildings in the Province. This building, while it is a lasting and beautiful monument to the generous nature and kindly spirit of its founder, the late Stephen Wiggins, Esq., a former resident of St. John, is but another of the too frequent instances of misapplied charity; as, although its cost, when completed and ready for occupation, will exceed $100,000, it will have accommodation for but thirty or thirty-five inmates, besides the necessary officers. The results, as compared with the expenditure, seem meagre enough. Nearly opposite the Asylum is the

MARINE HOSPITAL,

A wooden edifice with no particular points of interest about it to call for special remark. The surroundings of the building are tasteful and pleasant, and in accord with its interior arrangements; and the sick "toilers of the sea," under the genial influence of the place and the kind care of the steward, Mr. Milton Barnes, rapidly convalesce. A little farther west on St. James' Street, on the corner of Carmarthen, are the

GAS WORKS,

from which radiate, in all directions throughout the city, about forty-five miles of pipe of different sizes. The Company owning the works was organized in 1845, and the erection of the buildings, and other appurtenances, was carried forward so vigorously that on the 18th of September, of the same year, they were enabled to supply gas to some portions of the city—about the only instance of energetic action which can be recorded of them, except it be the supplying of poor gas. The first street to the north and running to the left from Carmarthen, is St. Andrews or Harding Street, following this for a short distance we arrive at

QUEEN SQUARE,

situated, like its royal consort King Square, between Charlotte and Sydney Streets; and, like it, sadly out of repair and bearing

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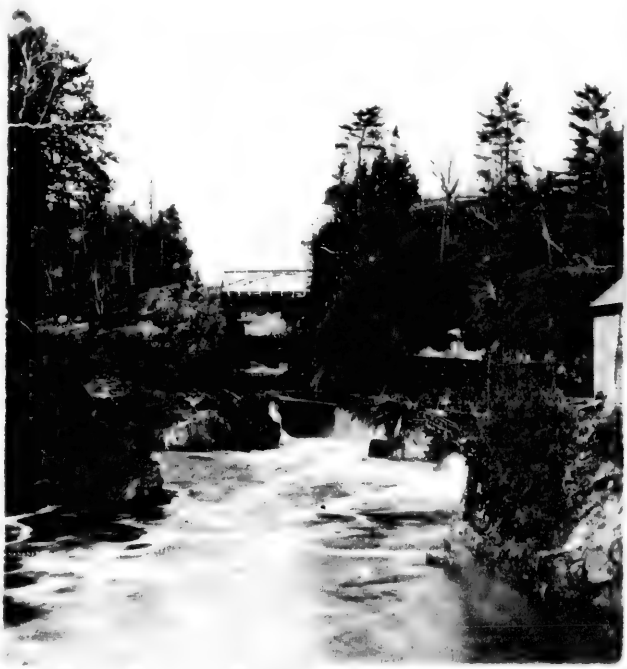

McCLURE, Photo. **Magaguadavic Falls, St. George.** ST. JOHN, N. B.

the marks of vandal hands and feet. (See photograph on page 47.) In the centre of the Square is a band-stand erected for the use of the regimental bands, in the days when St. John was a garrisoned town. Here the *elite* of the town were wont to gather to listen to the music of the bands, and the "soft nothings" of the scarlet-coated gentry—peace to their departed shades!

The Square is encircled by residences many of which are very fine—probably as good as can be found within the limits of the city; but inferior to those on Portland Heights. Continuing on our way up Queen we arrive at

GERMAIN STREET,

on the corner of which is a neat brick Church belonging to the Baptist denomination, and bearing many fiery scars upon its sides and front. On the corner of Duke and Germain Streets is the Victoria Hotel, the largest and best appointed house in the Lower Provinces. St. Andrew's Church, (Presbyterian) occupies the lot adjoining, and, although a pretty good sized building, appears rather small and insignificant beside the Victoria. On the northern side of Horsefield Street is the oldest Methodist Church in the city. Built in 1805, it bears the character of by-gone days upon its outside, although it has had many alterations since then. Nearly opposite is the Academy of Music, said to be the finest building of the kind in the Dominion, and having a seating capacity of two thousand. It was opened to the public during the summer of 1872. It is built entirely of brick and cost $60,000.

Continuing up Germain the next street which we arrive at is Princess, crossing which the next object which attracts our attention is

TRINITY CHURCH,

an imposing wooden structure, erected in 1790, and belonging to the Episcopalians. It has been enlarged twice since its erection; in 1812, and again in 1857. The forethought of its builders is

shown in the fact that they made it at first of sufficient width to allow it to be drawn out to its present length. It is admirably adapted for sound, and is considered a fine building by the strangers who visit the city. The Church was not warmed with stoves until 1803 or 1804, so that for twenty years those attending the Church had a great deal to try their constancy. The clock was placed on the Church in 1812, its cost was about $775, of which amount the City Corporation paid $243; and sometime after they assumed the charge of keeping it in order. It is old and feeble now, and its movements are very uncertain. The dial on the back of the Church was not placed there until 1857, when the present tower and steeple were built, the former one having been set on fire by sparks from a fire in King Street in 1849, and pulled down to save the Church. Connected with the Royal Arms hanging on the walls there is a very interesting history, a history that carries us back to "the time which tried mens' souls." In September, 1776, "Trinity Church," New York, with nearly one third of the city, was burned to the ground. Everything in the Church was burned except the Royal Arms; they were saved, and brought here by the Loyalists in 1783, and placed in a small house on Germain Street, between Queen and Duke Streets, which was used by them as a place of worship previous to the erection of Trinity Church. On the opening of the latter, the Arms were removed and hung on one of its walls, where they will very likely remain as long as the Church is in existence. In the rear of the Church, and fronting on Charlotte Street, is a large School House somewhat similar in style to the Church. Strolling along Germain we arrive at King Street once more, crossing it and continuing up the hill we arrive at the

COUNTRY MARKET,

which is merely a street with a row of booths, or stalls, on each side, in which "butter and cheese, and a pound of eggs," are exposed for sale by the country dames. Three or four years hence

St. John will be possessed of a Market House which will be an honor to it; that is, if the proposed plans are carried out. The next street which we arrive at is called Union, (so called, we imagine, from the fact of its uniting the regularly and irregularly laid out portions of the city.) That portion of Germain Street lying to the north of Union, although laid down in the Plan of the City, on page 83, as Germain Street, is known by the name of Wellington Row; but what its illustrious namesake ever had to do with it would be difficult to tell. However, at the upper end of it is a collection of buildings which we wish to see. First, because of its aged appearance, comes St. John, or "Stone Church." as it is familiarly called, with its Sabbath School House, also of stone, adjoining. The building, which is a plain, unpretending looking one, belongs to the Church of England; and although erected in 1824, is not much the worse for its handling by old Father Time. Next in order is the Mechanics' Institute, a large wooden building, erected in 1840, at a cost of, including furniture, organ, &c., $26,100. The large Hall has a seating capacity of about fifteen hundred; and, previous to the opening of the Academy of Music, was a favorite place of amusement; all the public meetings, exhibitions, concerts and such like being held in it. Besides the Hall the Institute contains a Library, containing about 7,000 volumes; a Reading Room, supplied with all the leading home and foreign papers and periodicals; and a Museum, with many objects of interest. On the opposite side of the street is Calvin Church, a new brick structure belonging, as its name indicates, to the Presbyterian denomination, and upon whom—from the fact of its being built, and supported entirely by voluntary contributions, and with seats "free to all"—it reflects great credit. It is a pity that all the Churches in the world were not conducted on the same principle; if they were the number of Sabbath breakers would be immensely decreased.

Returning to Union Street, turning to the left, or toward the

Bay, and crossing the terminus of Dorchester Street, we arrive at Charlotte Street, near the corner of which, toward King Square, is the Hall of the

YOUNG MEN'S CHRISTIAN ASSOCIATION,

a fine three-storey brick building, with a granite front and basement, erected in 1872 at a cost of $38,000—including the price of the lot. The lower flat is laid off into stores; the second flat contains Parlor, Reading and Class Rooms, all of which are well and comfortably furnished; and the upper flat is taken up by the public hall, which is the full size of the building, eighty by fifty feet, and has a seating capacity of about eight hundred. The Gymnasium, Bath Rooms and Heating Apparatus, occupy the basement. The Library, Reading Room and Parlor, are open daily, Sundays excepted, from 9 a. m. to 10 p. m., during which time strangers are cordially invited to attend; and also at the following Meetings:

Union Prayer Meeting	Sunday Evening,	at 7.45 p. m.
Literary Social	Tuesday "	" 8.00 p. m.
Prayer Meeting	Thursday "	" 8.00 p. m.

THE POST OFFICE,

or at least the building used for the purpose, is situated on Canterbury Street, a short narrow street extending from King to Princess Streets and parallel with Germain and Prince William Streets,—a regal locality, if there is any thing in a name—to reach it we return along Charlotte Street, from the Association Building, to King Street and the second street that we arrive at down King Street, is Canterbury. At the end of Canterbury and situated on Princess Street, is Ritchie's Building—as full of law as a dog is of fleas. Many of the Masonic Lodges meet here. On the south-east corner of Princess and Prince William Streets, is situated the Civic Offices; and on the opposite corner, and extending back to Water Street, along Princess, is the

NEW POST OFFICE,

now in course of erection, and which bids fair to be, when com-

pleted, the finest structure of the kind in the Lower Provinces. It is ninety feet long by fifty wide, will be three-stories above Prince William Street, and four above Water Street. It will be surmounted by a clock-tower, one hundred feet above Prince William Street, and one hundred and thirty above Water Street. It is to be built entirely of grey sand stone, except the columns in front, which will be of polished red-granite; the whole being taken from the quarries of this Province. The building will be finished in 1875, and is estimated to cost $130,000. Adjoining the Post Office, on Prince William Street, is the office of the Bank of New Brunswick, one of the soundest and most successful Banks in the Dominion. Farther down the street is the

CUSTOM HOUSE,

a large three-storey granite structure—two hundred and fifty feet long by ninety-two in width. It was built in 1842 at a cost of $120,000. It contains the offices of the Customs, Inland Revenue and Marine and Fisheries Departments, Post Office Inspector's office, and a number of other offices. On the roof is a Repeating Signal Station—the different signals given on Partridge Island of "vessels in sight," "pilot wanted," and the like are repeated here. There is also a Storm Signal-Station here. Dispatches regarding the weather being received here from points down the Bay of Fundy, and from "Old Probabilities" in Washington, and, if a storm is approaching, a signal is hoisted on the flagstaff to warn those interested. There is also a Time Ball here which is raised half way up the flagstaff at fifteen minutes of 1 o'clock. At one minute before one o'clock it is raised to its full height, and at one o'clock, exactly, it is dropped. A splendid view of the city, harbour and surrounding country may be obtained from the roof of the Custom House.

Our next point of interest at which we arrive is Reed's Point, where the wharves of the International S. S. Company, who run

steamers between Saint John and Boston, calling at Eastport and Portland; the Union Line, running steamers to Digby and Annapolis; the Express Line, steamers to St. George, St. Andrews and St. Stephen, N. B., and to Windsor, N. S.; the Boston, Yarmouth and St. John Line, (Clements); and of the Anchor Line of Trans-Atlantic steamers. The wharf farthest down the harbour is the Ballast Wharf, or Breakwater, and is to be the deep water terminus of the Intercolonial Railway, when the extension around the Courtenay Bay shore, from the Marsh Bridge is completed. The Intercolonial Railway Depot is situated in

THE VALLEY,

between the City and Portland, at the junction of Dorchester, Pond, and Garden Streets, City Road and Paradise Row. With King Square as a starting point, we go up Charlotte Street, crossing Union, along Cobourg, a continuation of Charlotte, to Garden, sometimes called Jeffries' Hill, down which we turn, crossing Hazen Street on our way, and at the foot of the hill is a bridge spanning the railway, to the left of which is the Depot—a long, low wooden building, with a tower at one end. On the corner of Garden Street and City Road is St. Stephen's Church, (Presbyterian) a plain, brick structure. On the opposite side of the bridge, and to the right of the road, are the New Brunswick Cotton Mills. Farther on and on the same side of the street is St. Paul's Church, (Episcopalian) commonly called the "Valley Church"—a handsome wooden building, cream-colored, and highly ornamented with wooden brackets, cornices and pendants. A short distance farther, on the side of the hill and facing the street, which here divides like the arms of the letter V, is Zion Church, another wooden building, but plain and white. The seats in this Church are all free. We turn to the right here, and as we climb up the winding road, catch enchanting glimpses of hill and valley resplendent in their coat of green, of houses half hidden in foliage, and rocks moss-covered and grey. Half way up the hill we halt to breathe

the fresh pure atmosphere which surrounds us, and take a look at the beautiful panorama which is spread out, full of life and animation, before us. To the left the Marsh and part of Courtenay Bay can be seen, with the open country beyond; to the right portions of the harbour and Carleton heights are visible; directly opposite is the City, with many prominent objects in view:—first comes the General Public Hospital, which occupies a commanding position on a ridge of elevated ground between Waterloo Street and City Road. The structure is of brick, with freestone facings and granite basement. The main building is three-stories in height, and surmounted with a dome. It contains besides the Reception Room and Officers' Department, forty-eight rooms for the reception of patients—six of which are fitted up for those who can afford to pay for attendance, &c. The wing is two-stories in height, and contains two ward rooms 80x30 feet. The Hospital is capable of accommodating eighty patients—a larger number than has yet been in it at any one time; but, when the other wing is completed, the erection of which has been delayed until the requirements of the city render it necessary, its capacity will be doubled. The building was erected by the Corporation of the City in 1865, at a cost of $54,000. Visiting permits may be obtained from the resident physician of the institution—Dr. Barteaux. The entrance leading to the Hospital is on Waterloo Street. Away to the right of the Hospital the cross-surmounted-spire of the Roman Catholic Cathedral glitters in the sunlight. This Church is situated on Waterloo, opposite Richmond, and near the corner of Cliff Street. It is a stone building two hundred feet in length by one hundred and ten in its extreme width, and cost $100,000. To the left of the Church is the Nunnery, a large three-storey brick building; on the right is the Bishop's Palace, a handsome stone structure; adjoining it, but on Cliff Street, is the Roman Catholic Orphan Asylum, under the management and care of the ladies belonging to the Nunnery. It is a plain, but very neat brick edifice, with an

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PHOTOGRAPHER,

No. 18 Prince William Street,

(CORNER MARKET SQUARE,)

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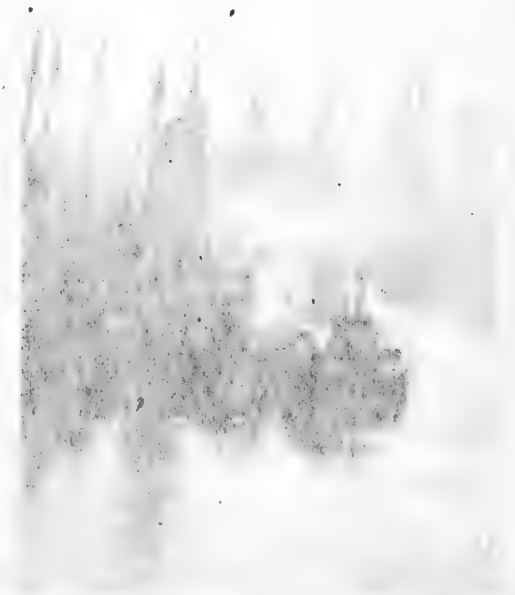


NOTMAN, Photo. **View in St. John Harbour.** ST. JOHN, N. B.

air of cleanliness and comfort about it which those whom it shelters must heartily appreciate. From seventy-two to eighty children are in the institution continually.

The magnificent residences and beautiful gardens which line each side of Mount Pleasant Avenue, as the street which we are now on is rightly called, amply repay the visitor for the labor necessary to see them; and each turn in the road discloses something seemingly more attractive than anything which we have passed. Sometimes it is a cluster of trees, sharply defined against the blue background; and anon a ruined archway, with a glimpse of woodland pathway beyond. After a few minutes walk we arrive at Lily Lake, a small but beautiful sheet of water nestling beneath high over-hanging walls of forest clad rock. (See photograph on page 27). The "first skate of the season" is usually had on the Lake, and early in the winter it presents a lively scene. Old men grown young again, young men in their second childhood, ladies as uncertain of their age as of their footing, and others less ancient; boys and girls, with every imaginable kind and pattern of skate, or none at all, go whirling, twisting, sprawling about on the ice — careless whether on head or heels, apparently — mad with the exhilirating sport. Another of the "proposals," for which Saint John is famous, is a Park around the shores of Lily Lake. If the project, which has been long talked of, is ever carried out it will materially enhance the pleasure to be derived from a visit to this favorite resort.

Returning to the City, *via* Wright and Stanley Streets and City Road, we pass the Skating Rink, situated on City Road, almost in the rear of the Hospital. It is a wooden building, circular in shape, and one hundred and sixty feet in diameter; was built in 1865, at a cost of $13,666; and is, without exception, the finest Rink in the Dominion, and surpassed by but few on this continent. Strangers can obtain passes, good for six days, which

will entitle them to the privilege of skating, by applying to any of the Directors, or to the Secretary.

DRIVES.

Our trips, hitherto, have not required a very great exercise of pedestrian powers, as the different objects of interest have been easy of access and but short distances apart; now, however, we must give up walking, unless we have undergone a professional training.

Hackney Coach Fares:—For conveying one passenger from any public stand to any part of the City, or from any part of the City to any other part, 30 cents; and for every additional passenger, 10 cents. If the coach be detained, less than half an hour, 50 cents; and every additional half hour after the first, 50 cents. If required to cross the Ferry to Carleton the ferriage, both going and returning, for himself, carriage and horses, must be paid.

Rates of Ferriage:—Double carriages for conveying passengers, including horse and driver, 15 cents; single carriage, horse and driver, 9 cents; each passenger, on foot or in carriage, 3 cents. Passengers by Railway free.

Suspension Bridge Tolls:—Every foot passenger, except children under five years, 4 cents; carriage, with one horse and driver, 13 cents; with two horses and driver, 20 cents.

PORTLAND.

Following the line of the Street Railway up Dock, and along Mill Street, we soon arrive in Portland, but the connection between it and the city is so close that it is difficult to tell where the one begins or the other ends. The streets are somewhat irregular; the one up which we are driving, Main, being the finest and busiest and many of its stores comparing very favorably with those of St. John. Portland Police Station, a neat two-storey brick building at the foot of Fort Howe Hill, and St. Luke's Church, (Episcopalian) with its tower and clock, are the only buildings worthy of note.

Turning to the left down Bridge Road after a drive of about a mile, during which we have been favored with some delightful bits of scenery, we arrive at the

SUSPENSION BRIDGE,

which spans the rocky gorge, six hundred and forty feet in width, through which the waters of the St. John River find their way into the ocean. (See photograph page 17.) The bridge is a "wire suspension," hung on ten cables, five on each side, each cable being composed of three hundred strands of No. 10 wire, (one-eighth of an inch thick) or three thousand strands in all, having an absolute tensile strength of 1,125 tons. The combined length of the strands is about five hundred and seventy miles. The cables are supported by four towers of solid masonry, fifty-three feet high, fifteen feet square at the base, tapering off to seven feet at the top. The bridge was built in 1852 at a cost of $80,000. Height, above low water, one hundred feet; above high water seventy-two feet.

THE FALLS

at the mouth of the St. John are not "falls" in the ordinary acceptation of the term; they result from the narrow and shallow outlet through which the tide, which rises with great rapidity and to an altitude of twenty-eight feet, has to pass. The outlet is not sufficiently broad or deep to admit the tidal waters with their rise, hence a fall inwards is produced during the flow; at the ebb, the tide recedes faster than the outlet of the river can admit of the escape of the waters accumulated within the inner basin, hence a fall outward. The Falls are passable four times in twenty-four hours, about fifteen minutes at each time, namely: at about three and one half hours on the flood-tide, and at about two and one half on the ebb, when steamers, sailing vessels and rafts, pass up or down beneath the bridge; but woe betide the unlucky craft which attempts the passage too soon, or too late, as almost certain

destruction awaits it. The best time to view the Falls is at low or ebb tide when —

"* * * White with foam, the whole abyss
Seems tortured, and with headlong vent
Dashes o'er the rocks, worn and rent,
With deafening noise, and lightning leap
Headlong with unresisted sweep,
The waters seek the ocean wide."

The changed appearance of the Falls at high tide, when the waters are level on both sides of the gorge, are powerfully delineated in the following lines —

"Yet, wild waters, thou hast calm hours;
Vanished seems thy dreaded power;
Silent and still, as if asleep,
No ripple on thy angry deep."

About a mile above the bridge, on the eastern side of the river, is Indiantown, a thriving suburb of the Town of Portland, and the terminus of the Street Railway. The steamers running up the St. John have their wharves here. There are a number of steam saw mills in and above the town, and also on the opposite side of the river. A steam ferry connects Indiantown with Point Pleasant, as the collection of mills and dwellings on the opposite side of the river is called. Green Head, a bold rocky point jutting out into the river, and on which the finest Limestone quarries in the Province are situated, is a short distance above Point Pleasant and on the same side of the river. (See photograph on page 77). When viewed from the upper side the point is said to resemble a boar's head — by which name it is known. Fairville, formerly the eastern terminus of the European and North American Railway, is situated a short distance above the bridge on the western side of the river, and contains several beautiful residences, a number of stores, and other buildings.

THE LUNATIC ASYLUM

occupies a height of land at the western end of the bridge, and presents an imposing appearance from whichever side it is

approached. It is a handsome well planned and well built brick building, erected in 1848 by the Provincial Government. The main building is three hundred feet long, with three wings, one at each end, one hundred and fifty feet long, and one from the centre one hundred and thirty feet in length; the ground plan of the whole being in the form of the letter E. (See photograph on page 17.) One half the building is devoted to male and the other half to female patients. The grounds surrounding the building are very tastefully laid out, and, together with seventy-five acres of farm land belonging to the institution, are worked by the inmates—the average number of whom is two hundred. Permits to visit the Asylum may be obtained from R. W. Crookshank, Esq., at the Savings' Bank, corner of Princess and Canterbury Streets.

SPRUCE LAKE.

A drive of seven or eight miles out the Manawagonish Road through Fairville to Spruce Lake, or Lakes, will dispel any gloom which may have been thrown over our minds by our visit to the Asylum, and afford us some magnificent views of the Bay of Fundy. Spruce Lake is a magnificent sheet of water, about five miles in length, in the form of a V. Its waters teem with fish of different descriptions. Trout are neither plentiful nor large, but silver bass, or white perch as they are called here, are to be had in almost unlimited quantities—of three pounds in weight and under. A two-storey log house at the upper end of the Lake affords comfortable quarters for fishers. Good boats and all necessary information regarding the Lake, may be obtained at either Theals' or Maddens'. From the lower end of the Lake run the pipes which supply the thirsty folk of

CARLETON

with water. Beside the old Martello Tower, which crowns Carleton Heights, we stop our horses to take a bird's-eye-view of the city. At our feet lies Carleton, with its pretty churches and

dwellings, shadowed by the great hill upon which we stand; beyond, across the harbour, bathed in the evening sunlight is the city, with its thousands of happy homes; beyond it, and extending away to the right, are the everlasting hills clad in their coat of green. We are aroused from the moralizing mood into which we have fallen, by the chill, foggy air which comes in off the sea at the approach of night, and gathering our wraps more closely about us we drive slowly down the hill. At the foot of Rodney Street we arrive at the present terminus of the European and North American Railway. Previous to 1872 passengers left the cars at Fairville and drove to the city in coaches, crossing the Suspension Bridge; in that year, however, the line was opened through to Carleton, thus saving passengers an immense amount of trouble. It is proposed to connect this railway with the Intercolonial either by means of a bridge over the Falls, above the site of the present bridge, or by a bridge across the harbour at some point above the Ferry Landing. We drive aboard the boat and soon reach the city side of the harbour. At the head of the floats, corner of Princess and Water Streets, is the Ticket Office of the railway. Our next drive will be from King Square along Charlotte, Union, and either Waterloo or Brussells Streets to the Marsh Bridge, and out the Marsh Road to the

RURAL CEMETERY,

about a mile and a half distant from our starting point. No more enchanting spot could have been chosen for the great necropolis of the city. The natural forest growth has been preserved as much as possible while laying out the grounds, and nature and art combined render the place one of great beauty. Several hours may be spent wandering about the intricate pathways and avenues, constantly seeing something new and beautiful, and yet after all go away without seeing the whole. It is open at all times to the public, except on Sundays, when only owners of lots, and their families are admitted.

A mile and a half farther is the Moosepath Trotting Park. The course is circular, one half mile in circumference, and said to be in good condition. Following the left-hand road after a few minutes drive we arrive at Lawlor's Lake—a picturesque little sheet of water on the line of the Intercolonial. (See photograph on page 87.) The bottom of this Lake must be China, for the rocks and ballast thrown in it to form the bed of the railway tumbled through almost as rapidly as thrown in. A mile or two farther on we arrive at the Kennebeccasis, a broad, beautiful river emptying into the St. John, and the aquatic racing-ground of New Brunswick. Rothesay, at which we next arrive, is the favorite resort of picnic parties and the residence, during the summer months, of many of the business men of the city.

Our next drive will be, with Marsh Bridge as a starting point, down

THE BAY SHORE TO MISPECK.

We follow the road leading to the right for about half a mile, when we again turn to the right, and in a few minutes arrive at the Penitentiary, a massive granite structure one hundred and twenty feet long, by forty-five feet wide. The prison grounds are eighteen acres in extent, and enclosed by a high stake fence. Within the enclosure, and in addition to the male and female prisons, are a number of workshops in which the convicts are employed. The clothing worn by the prisoners is manufactured in the Penitentiary. A permit to visit the prison can be obtained from R. W. Crookshank, Esq., at the Savings' Bank. A short distance farther, and on the right-hand side of the road, is the Poor House, a large four-storey brick building which, as the last resort of those who have fared badly in the battle of life, merits a passing notice, although pleasure seekers usually give institutions like this, and the Penitentiary, as wide a berth as possible, forgetting that fire burns the brighter for a little dampening. The Superintendant is always happy to show strangers visiting the Asylum all the atten-

tion in his power. The wan, sin-stained faces which have greeted us in the Penitentiary and the Poor House haunt us as we drive along; and, with hearts filled with pity for the unfortunates, and hatred for the cause which placed the greater number of them in the positions which they now occupy, we long for the time to appear when rum, the curse of humanity, shall have been forever banished from the face of the earth. After a drive of some eight miles farther—sometimes through a rich farming country, and again amid the wildest and most rugged scenery imaginable—now along the sea beach, with the waves rolling almost up to our horse's feet, and anon perched hundreds of feet above the waters, we arrive at Mispeck, the surroundings of which would drive a painter mad with delight and cause commonplace, matter-of-fact people to become sentimental. The woolen mill, saw mill, dams, sluices, falls, rocks, hills and houses combine to form a picture whose equal it would be difficult to find on this, or any other continent. Very good trout fishing may be had in the stream, and the Lake in which it has its source, and cod and haddock fishing in the Bay. About three miles further along this road a pot of treasure, supposed to have been deposited by Kidd the banker-pirate, was found a year ago. Kidd must have sailed the "Flying Dutchman," for he seems to have been, like that famous craft, in all parts of the world at once.

THE LOCH LOMOND ROAD

affords some fine specimens of New Brunswick scenery. Starting from the Marsh Bridge we follow the right-hand road, passing the road to Mispeck. About two miles out we arrive at the Roman Catholic Cemetery; and a mile farther, at Silver Falls, a beautiful cascade on the Little River. (See photograph on page 125.) A short distance beyond the Falls is a bye-road, leading off to the right from the main road, to Long's Lake, distant about two hundred yards. Mr. Harrigan, who lives close beside the Lake, and from whom boats may be obtained, will give full information as to

best fishing grounds, etc. This is a sure fishing ground, and the fish of good size, averaging one half pound each. About a mile farther on we are favored with another view of Little River, which resembles a Lake more than a river, however, being formed into a reservoir for the supplying of the city with water. From this point out to Loch Lomond, there is nothing worthy of special note. There are two houses at

LOCH LOMOND

where "entertainment for man and beast," boats, fishing tackle, &c., may be had, viz. :—at "Bunker's," at the foot of the Lake; and at the "Lake House," three miles and a half up the Lake; at the latter place four good dogs may be had. Joseph Dalzell, the proprietor of the "Lake House," is passionately fond of fishing and shooting, and is "thoroughly posted" in all matters concerning them; and also in the *locale* of all the Lakes and Streams of any note in the Province.

There are Three Lakes in the Loch Lomond Chain; the *First*, or lower Lake, is four miles long and one half a mile wide. The fish in this Lake are larger than those in the others, and are of two species the red and the white—the latter appears to be peculiar to these Lakes, and vary in size from one-quarter to ten pounds in weight. Fly-fishing or trolling, trolling most successful. Best fishing ground is on Sand's Bar, across the head of the Lake; another favorite spot is at the mouth of Dead Brook, about midway up left side of lake.

Fishing Creek, one-fourth of a mile long, connects the first and *Second* lakes. This lake is one mile and three-quarters long by one-fourth of a mile wide. The fish are the same as in the first Lake. The favorite spot is off the mouth of James' Brook, about half way up on the right side of Lake. A stream about three hundred yards long connects the second and *Third* lakes. Lake is one mile long and about a fifth of a mile in width. No white trout to be had in this Lake, and the fish, although plentiful, are of small size.

Shooting:—Woodcock, Partridges, Snipe and Duck are plentiful about these Lakes; and Geese pay an occasional visit.

Ben Lomond Lake:—Cross lower Loch Lomond to Ben Lomond Cove, below Dead Brook, where a road will be seen leading from the head of the Cove to the Lake, about five hundred yards distant. There are no boats on the Lake, but good rafts can be found ready for use. Best fishing ground is in the middle of the Lake between two rows of rushes. Fish average three-fourths of a pound and are very lively. Lake is four hundred yards long by one hundred and fifty yards wide, and very deep.

Taylor's Lake:—The Quaco Road branches off to the right at "Bunker's" at the foot of Loch Lomond, follow this road about a mile to the first road turning to the left, about a mile down this road is the residence of Mr. Douglass, who will give all necessary information and act as guide. Red trout, from one-fourth of a pound up to six pounds.

Haines' Lake:—Three miles down Quaco Road from Bunker's, is an old deserted house on left of road; a path leads in from house to the Lake, about two hundred yards distant. Fish average one pound each. No boats on Lake.

Jones' Lake:—Turn to the right, from the Loch Lomond Road, about one and a half miles above "Bunker's," follow this road to Ratliff's Mills—one mile from turn off. Lake just above the mill. Fish, white and speckled, weight from one quarter to four and five pounds.

Henry's Lake:—Ryans' Settlement Road from "Lake House" at head of Loch Lomond, to Harding's Mills, eight miles, turn to the left at the mills; straight road to the lake, four miles from the mills. Lake in view from Henry's house. Good sport may be had, as the fish are plentiful and very lively, averaging half pound each. From ten to fifteen dozen may be caught in a morning.

Tracey's Lake:—Fifteen miles from head of Loch Lomond on upper Quaco Road, which runs along the side of the lake. The

lake is alive with fish ranging from one-quarter to one and a half pounds in weight. Fish come down to the swimming pond every evening and may be caught from dusk until 10 o'clock. Stop at either Burke's or Horsford's; boats at either house; stage three times a week, fare $1.00. Four or five miles from this lake is the village of ST. MARTINS, or QUACO as it is usually called, one of the principal ship building places in the Province, situated on a bay of the same name, which from its beauty has received the title of "Bay of Naples." A railway to connect with the Intercolonial, nineteen miles distant, is in course of construction and a steamer will soon be put on the route to St. John, and in a very few years the place will have become a favorite resort of tourists and pleasure-seekers. Daily stages to St. John, fare $1.00.

Mount Theobald, or Fish Lake:—Old Shepody Road past the "Lake House," keeping the left-hand road, through "four mile wood," to Fowler's where turn to the right; lake six miles from Fowler's. Lake is nearly round, three-quarters mile in diameter. Fish are plenty, of good size and extra quality. There are no boats on the lake. No way of getting to the lake except by driving out from town; the distance is thirty-five miles; a vacant house and barn on the side of the lake will afford shelter to man and beast. This lake, owing to its great distance from town, is but little disturbed, and, consequently, will well repay a visit.

Dicks', Grassy, Elbow and Echo Lakes:—Old Shepody Road to Fowler's, at whose house accommodation may be had. Lakes are half a mile back from road; fishing very good. Grassy Lake is the best, fish vary in size from one-half to five pounds. There is a boat on Grassy Lake which can be taken through to the other lakes.

Shooting:—Woodcock, Partridge, Snipe and Duck are plentiful in the region round about all of the lakes mentioned in this article.

On our return to Saint John but one drive more awaits us, viz:

HOWE'S LAKE.

Another very pleasant drive, and one which is becoming more and more fashionable each year, and destined rapidly to gain favor with pleasure seekers, is across the "Valley" and along the road leading to the left from Zion Church, to Howe's Lake, a small sheet of water situated on the property of J. I. Fellows, Esq., and about four miles from town. (See photograph on page 37.) A Company has been lately incorporated under the name of "The Highland Park Company," for the purpose of forming a Park on the eastern side of this road. The full amount of land allowed them by their Charter, 500 acres, has been secured. One hundred acres are to be set apart for a Public Park, and at least five acres for Church and Educational purposes; the remainder of the land is to be divided into building lots. The lots will contain about one third of an acre and will be sold at auction at the upset price of $300. All the streets and highways upon the property are to be open to the public, but kept in order by the Company. There are three or four Lakes upon the property, — the northern boundary of which is a short distance beyond Howe's Lake, — which, together with the hilly character of the land, render the task of beautifying nature a simple one, and we may expect a great change to take place in the wild appearance which it now presents.

WATER SUPPLY.

There is no city on the continent which can boast of a better supply of water than St. John; although up to 1838 wells were the only resource; and water was peddled about the streets at the rate of a cent a pail full. In that year pipes were laid out to Lily Lake, but expensive pumping apparatus being required, pecuniary loss was the result. In 1853 water was brought from Little River, the reservoir there being sufficiently high to cause a constant flow of water to the highest points in the city, at all seasons of the year, and without the aid of pumps or other machinery. The

water is brought to the city through three large mains—two of twenty-four inches and one of twelve inches in diameter—which have a capacity of 5,500,000 gallons each twenty-four hours—an ample supply for a population of 45,000. About forty-eight miles of pipe have been laid in connexion with the water supply. The laying of the pipes to Portland led to the erection in "the valley" of many of the mills and factories which are to be seen there—a constant supply of pure water for manufacturing purposes being a great desideratum. Carleton, as has been already stated, is supplied with water from Spruce Lake.

FIRE DEPARTMENTS.

City:—There are three powerful steam fire-engines, with hose-reels; and one Hook and Ladder Company; sixty-five men and twelve horses attached to the Brigade. The engineer, fireman and driver of each engine are permanently employed, as also the driver and care taker of the Hook and Ladder apparatus; the hosemen are called out by an alarm. There are twenty-five boxes in connection with the Fire-alarm Telegraph wires.

TABLE SHOWING THE NUMBER OF FIRES, OR ALARMS, AND THE LOSS ON BUILDINGS IN EACH YEAR SINCE 1863:

Year.	Alarms or Fires.	Loss on Buildings.	Year.	Alarms or Fires.	Loss on Buildings.
1864	22	$16,700	1869	59	$ 4,500
1865	33	9,000	1870	48	5,000
1866	37	8,500	1871	67	63,000
1867	38	18,000	1872	66	13,750
1868	84	14,200	1873	54	14,220

Portland:—The Department is in good order, and supplied with one large, powerful steamer and one hand fire engine; with a paid force of firemen.

Carleton:—Three old fashioned hand fire-engines with volunteer companies attached. Mutual assistance is rendered by the different Departments when occasion requires it.

CONSULS AND CONSULAR AGENTS.

The following list may be found of use:

United States:—Gen. D. B. Warner, Consul for St. John and Dependencies. *Agents:*—Geo. McSorley, St. George; Chas. H. Clerke, St. Stephen; Edward Lorimer, St. Andrews; Spafford Barker, Fredericton; R. R. Call, Newcastle; G. F. Hoben, McAdam Junction.

North German Confederation:—A. C. O. Trentowsky, Consul; St. John.

Chili and Peru:—J. W. Scammell, Vice-Consul; St. John.

Prussia:—Charles S. Theal, Consular Agent; Shediac.

France:—George Carvill, Consul; St. John.

Spain:—Henry Jack, Vice-Consul; St. John. *Agents:*—N. P. Greathead, St. Andrews; Daniel Brown, St. Stephen.

Argentine Republic:—William Glasgow, Consul; St. John.

Sweden and Norway:—Jno. W. Cudlip, Vice-Consul; St. John. Richard Hutchinson, Vice-Consul; Newcastle. R. C. Scovil, Vice-Consul; Shediac.

Netherlands:—T. E. G. Tisdale, Vice-Consul; St. John.

New Brunswick:—Geo. H. Mullin, Commissioner for taking Affidavits, &c., for this Province. Office—11 Pemberton Square, Boston, Mass.

HOTELS.

St. John, Carleton and Portland are well supplied, numerically, with hotels and boarding houses. The following are the leading hotels in the City, the largest houses being first on the list:

VICTORIA, Germain, cor. Duke.
BARNES', Prince William, near Princess.
ROYAL, Prince Wm., opp. Custom House.
INTERNATIONAL, Prince William, cor. Duke.
WAVERLEY, King, near Square.
PARK, King Square, corner Sydney.
CONTINENTAL, King Square.
AMERICAN, King, opposite Canterbury.

CHURCH DIRECTORY

arranged alphabetically, by denominations :

BAPTIST.

	HOURS OF SERVICE.
Brussels Street, Brussels, near Carmarthen,	11 a. m. and 6 p. m.
Germain Street, Germain, corner Duke,	11 " 6 "
Leinster Street, Leinster, near Wentworth,	11 " 6 "
Duke Street, (*Chris.*) Duke, near Sydney,	11 " 6 "
Pitt Street, Pitt, corner Duke,	11 " 6½ "
Waterloo Street, (*F. C.*) Waterloo, op. Castle,	11 " 6 "
Portland, Main Street, Portland,	11 " 6 "
Carleton, (*F. C.*) Rodney, cor Watson, Carlet'n	11 " 3 "
Carleton, Duke, cor. Ludlow, Carleton,	11 " 6 "

CONGREGATIONAL.

Union Street, Union, near Prince William,	11 a. m. and 6 p. m.

EPISCOPAL.

Trinity, Germain, near Princess,	11 a. m. and 6 p. m.
St. John, Carleton, head of Germain,	11 " 6 "
St. Mary's, Waterloo, near the Hospital,	11 " 6 "
St. James', Main, near Charlotte,	11 " 4 "
St. Luke's, Main, opp. Bridge Road, Portland,	11 " 6 "
St. Paul's, in the "Valley," Portland,	11 " 3½ "
St. Jude's, Queen Square, Carleton,	11 " 3 "
St. George's, King Street, Carleton,	11 " 6½ "

METHODIST.

Centenary, Princess, cor. Wentworth,	11 a. m. and 6 p. m.
Germain Street, Germain, corner Horsefield,	11 " 6 "
Exmouth Street, Exmouth, near Richmond,	11 " 6 "
Mission House, Carmarthen, cor. St. James,	11 " 6 "
Portland, Portland, near Main, Portland,	11 " 6 "
Carleton, Guilford, near City, Carleton,	11 " 6 "

50 KING STREET. **W. H. PATERSON,** 50 KING STREET.

WATCHMAKER AND JEWELLER,

Importer, Wholesale and Retail Dealer in

CLOCKS, WATCHES, JEWELRY, FANCY GOODS & SEWING MACHINES,

50 KING STREET, (directly opposite Everitt & Butler's)

SAINT JOHN, N. B.

Clocks, Watches, Jewelry and Nautical Instruments, carefully repaired, and warranted.

BLAKSLEE & WHITENECT,

No. 22 GERMAIN STREET,

(Opposite Country Market,)

Dealers in Superior & Common PAPER HANGINGS.

WHOLESALE AND RETAIL.

WHITE LEAD, OILS, GLASS, PUTTY, VARNISHES, BRUSHES, &c.

Agents for Raymond's Singer Sewing Machines.

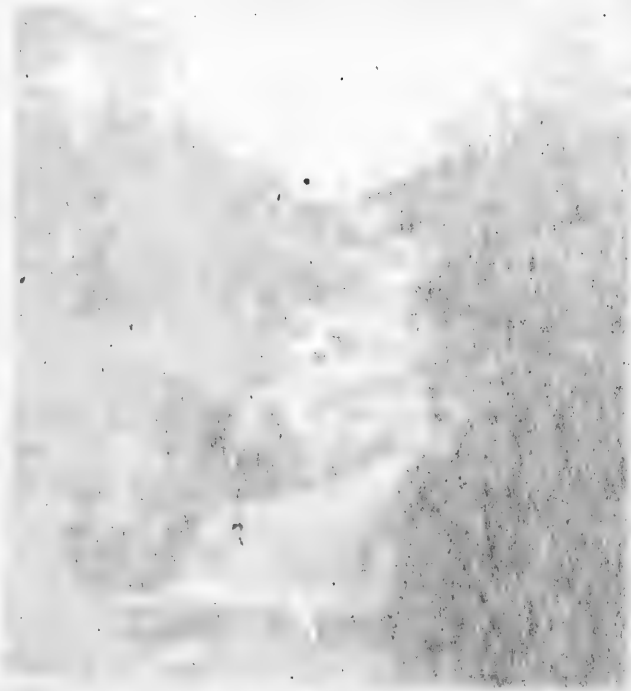
NEW DOMINION HOUSE,

Corner Germain and Princess Streets,

ST. JOHN, N. B.

E. J. ABELL, - - - - PROPRIETOR.

Strangers making a protracted visit to the city will find this a convenient and comfortable house.



W. H. [illegible]

WATCHMAKER AND JEWELLER.

CLOCKS, WATCHES, JEWELRY AND SILVER WARE

MARQUET & WHITEHEAD

DEALERS IN

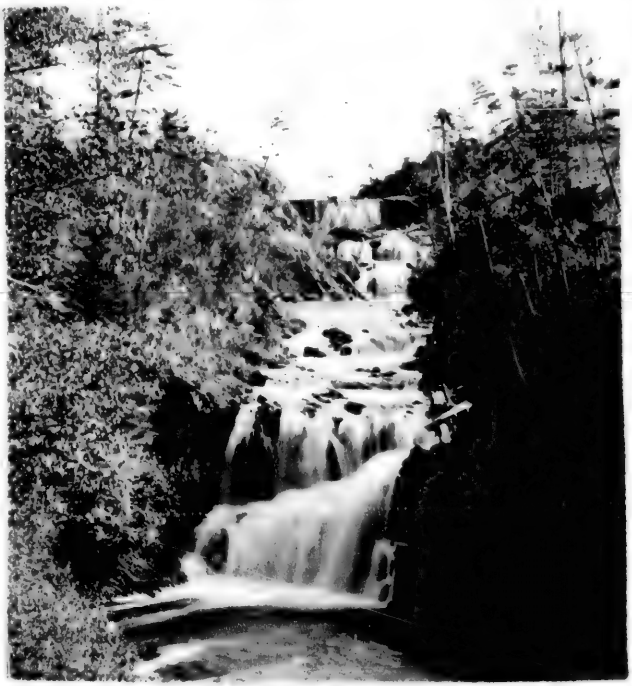
Dealers in Superior & Common Millinery Goods

WHOLESALE AND RETAIL

NEW DOMINION HOUSE,

E. J. [illegible] PROPRIETOR.

Strangers making a protracted visit to the city will find this a convenient and comfortable house.



McClure, Photo. **Silver Falls, Little River.** St. John, N. B.

PRESBYTERIAN.

	HOURS OF SERVICE.
St. Andrew's, Germain, near Duke.	11 a. m. and 6 p. m.
St. John, King, corner Carmarthen,	11 " 6 "
St. David's, Sydney, near Princess,	11 " 6 "
Calvin, Carleton, head of Germain,	11 " 3 "
St. Stephen, in the "Valley," near Inter. R.R.	11 " 6 "
Reformed, Sydney, corner Princess,	11 " 6 "
Carleton, head of King, Carleton,	11 " 3 "

ROMAN CATHOLIC.

Cathedral, Waterloo, opposite Richmond Street, St. John.

Church of the Assumption, St. John Street, Carleton.

SOCIETIES.

KNIGHTS OF PYTHIAS.

New Brunswick Lodge, No. 1, meets every Tuesday Evening, at 8 o'clk., in their Hall Academy of Music, Germain street.

MASONIC.

The following Lodges meet at Masonic Hall, Ritchie's Buildings, Princess street:

Albion, No. 1—First Friday in each month.

St. John's, No. 2—First Thursday in each month.

Hibernia, No. 3—Second Tuesday in each month.

Union, of Portland, No. 10—Third Thursday in each month.

Leinster, No. 19—Second Friday in each month.

New Brunswick, No. 22—Second Thursday in each month.

Carleton R. A. C.—Third Wednesday in each month.

New Brunswick R. A. C.—First Thursday in each month.

Encampment of St. John, K. T.—Second Wednesday in each month.

Union De Molay Encampment, K. T. and R. M.—Fourth Thursday in each month.

Grand Council of Royal and Select Masters—Annually in August.

New Brunswick Council of R. and S Masters—Fourth Friday in Feb. May, August and September.

McLeod Moore Conclave, No. 13, *of the Imperial, Ecclesiastical, and Military Order of Knights of the Red Cross of Rome and Constantine*—Fourth Thursday in each month.

Provincial Grand Lodge of the Royal Order of Scotland—Meet quarterly.

Chapter of Rose Croix, 18°, *of New Brunswick, on the Registry of the Supreme Council for Scotland of the 33rd and last degree of the Ancient and Accepted Scottish Rite*—First Wednesday in February, May, August and September.

Consistory of K. H. of New Brunswick, on the Registry of the Supreme Court of Scotland of the 33rd and last degree of the Ancient and Accepted Scottish Rite—First Wednesday in February, May, August and September.

Moore Chapter of Sov. P. of Rose Croix H. R. D. M. 18°, *Registry of England*—Fourth Friday in January, April, July and October.

Harrington Sov. Consistory, 32°, *S. S. P. R. S., on the S. C. of England and Wales*—In January, April, July and October.

ODD FELLOWS.

The following Lodges meet at Odd Fellows' Hall, No. 95 Germain street, two doors north of Victoria Hotel:

Pioneer, No. 9—Every Friday Eve'g, at 8 o'clock.

Beacon, No. 12—Every Tuesday Eve'g, at 8 o'clock.

Milicete Encampment, No. 11—First Thursday in each month.

ORANGE.

The following Lodges meet at Orange Hall, Horton's Building, corner of Union and Charlotte streets:

Verner, No. 1—First and Third Tuesday in each month.

Eldon, No. 2—Second and Fourth Tuesday in each month.

York, No. 3—First and Third Thursday in each month.

Enniskillen, No. 7—Second Monday in each month.

Johnston, No. 24—First and Third Monday in each month.

Royal Scarlet Chapter—Fourteenth of each month.

Black Preceptory—Last Thursday in each month.

TEMPERANCE.

TEMPLARS.

St. John Lodge, (British) No. 2—Meets every Tuesday Evening, at Temperance Hall, King street.

Independence Lodge, I. O. of G. T.—Meets every Tuesday Evening at Temperance Hall, King street.

TEMPLES OF HONOR.

Victoria Social, No. 1—Meet every Monday Evening at No. 7 Princess street.

Victoria, No 2—Meet every Tuesday Evening at No. 7 Princess street.

Eastern Star Council, No. 1—Meet on Second and Fourth Wednesday Evenings of each month, at No. 7 Princess street.

Eureka, No. 10—Meet every Friday Evening at Academy of Music.

SONS OF TEMPERANCE.

Gurney Division—Meet every Thursday Evening at Temperance Hall, King street.

Firemen's Division—Meets every Wednesday Evening at Temperance Hall, King street.

Albion Division—Meet every Wednesday Evening at Academy of Music.

Mariners and Mechanics' Division—Meet every Wednesday Evening in Lower Cove Market Hall.

ROUTES OF TRAVEL

IN THE

MARITIME PROVINCES.

ROUTE I.

VIA BAY OF FUNDY, RIVER ST. CROIX, NEW BRUNSWICK AND CANADA RAILWAY, AND THE SAINT JOHN RIVER.

THE steamer "Edgar Stuart," of the "Express Line," leaves Reed's Point Wharf, Saint John, at 8 o'clock, on Thursday and Saturday mornings for St. Stephen and intermediate ports. The first point of particular interest at which we arrive is Point Lepreaux, about twenty-five miles down the Bay, as wild and drear a spot as can well be imagined. It is one of the most important lighthouse and fog-alarm stations in the Bay, and in the direct track of the vessels bound to or from St. John. There is a storm signal station here also; despatches regarding the weather, vessels passing, &c., are forwarded to St. John, and other points, twice a day.

The sail down the Bay is one of quiet enjoyment, rather than one of keen delight; and our morning calls at Beaver and L'Etang harbours are pleasant breaks in the otherwise monotonous voyage. The shores of the Bay are not particularly attractive, at the best, and the constantly recurring forest clad hill, or bare, sea-washed rock, become irksome after a while. Dinner, which came sooner than we expected, but not before we were ready for it, is scarcely

over when we arrive at Le Tete Rapids, a narrow passage, between Deer Island and the mainland, through which the tide from the Bay of Fundy enters into, and recedes from Passamaquoddy Bay. The beautiful islands, between which we are passing, are known as the West Isles. They are all more or less rich in minerals, have a fair soil, and are nearly all inhabited—principally by fishermen. In answer to repeated whistles a little tug-boat draws up alongside our boat, and, while the two lashed together go drifting about in the eddies, the freight and passengers for St. George are transferred to the tug-boat. While the work is going on, one of those individuals who haunt railway trains and steamboats apparently for the sole purpose of imparting information to enquiring strangers—one of those woman-tongued men whose conversation, did it not abound so much in personalities and egoism, would be very entertaining to strangers—gave us the following:

ST. GEORGE

is situated in the Parish of the same name, County of Charlotte, on both sides of the Magaguadavic River, about four miles from its mouth, and at the head of the tide. We ask our friend if Maggie Davy is not a strange name to give a river. He appears used to the question; and in reply, spells the name, which is of Indian derivation and signifies *River of Hills*. The banks of the river are very high and steep, and covered with a dense growth of timber from summit to base. The Falls of the Magaguadavic, a short distance from the village, are very beautiful. (See photograph on page 97.) An extensive lumber trade is carried on at St. George, three large mills being in operation. Red Granite, of a quality superior to the far-famed Scotch Granite, is found in almost inexhaustible quantities, and two companies have been formed for the purpose of manufacturing it into pillars, monuments, &c.—the pillars in front of the new Post Office at St. John were taken from these quarries. The general color of the Granite

is rose red, and when partly covered with green moss and grey lichens, presents at a distance a picture of singular beauty, especially when lit up by the rays of the sun after a shower of rain. The description of St. George is finished by the time the transferring of the freight is accomplished, and we are once more under weigh. The transition from the rough water and cold air of the Bay of Fundy to the smooth water and warm, bright atmosphere of Passamaquoddy Bay is delightful, and the sail up the broad beautiful bay is a most enjoyable one. In former years immense schools of mackerel frequented this bay, but owing to the criminal greed of the fishermen, who caught the fish during the spawning season, but few of these valuable and delicious fish are to be caught here now. Herring and lobsters are still very plentiful, — as many as 10,000,000 lobsters being caught in the bay yearly — but the same causes which destroyed the mackerel fishery are operating most injuriously against the herring and lobster fishery, and unless stringent measures are adopted for their preservation, they too will soon disappear. About an hour after leaving St. George we arrive at

ST. ANDREWS,

the Shiretown of Charlotte County. It is prettily situated at the mouth of the St. Croix River, on a promontory which juts out into the bay. Sailing, bathing, or fishing in the bay; picnicing on one of the many beautiful islands in the bay, or up the St. Croix; drives through the country, or trout fishing in Chamcook Lakes about six miles up the railway; or excursions, on the steamer "Belle Brown," to Eastport, the most northerly seaport of the United States, and the last stopping place between Boston and St. John of the International steamers; unpaved, red-clay streets; old-fashioned houses and churches, grey and dilapidated with age; black, tumble-down wharves; and a "four mile an hour" railway, constitutes the attractions and drawbacks of St. Andrews — which we will leave.

The St. Croix River — the Indian name of which is Schoodic — the place where water rushes — is the first link in the dividing line that separates the State of Maine from the Province of New Brunswick. It has two branches, each heading in a chain of large and small lakes called Schoodics, though they are more generally recognized as the Eastern and Western "Grand Lakes," and the St. Croix River at these points, as the "Grand Lake Stream." Two miles up the river, in the State of Maine, is Robbinstown, a straggling, aged-looking settlement, which, like St. Andrews, has passed the prime of life, and like an old man grey and decrepit, seems about ready to pass away from earth. Shipbuilding was carried on here pretty extensively in former years, but this branch of industry disappeared with the noble forests which once covered both banks of the river. A few vessels are built here each year, for Provincialists, who have them registered as "American built," and run them in the coasting trade of the United States. Ducie's Island, where De Monts and his party passed the winter of 1604–5, is a short distance farther up the river, and worthy of note because of its being the site of the first settlement of Europeans in New Brunswick. A lighthouse on the island serves to guide the mariner up the narrow channel of the river, and to drive away the ghosts of the scurvy-stricken settlers buried here. The land on either side of the river is barren and desolate looking in the extreme; and the farm-houses look as if they had been pulled out of a mud-puddle, and stood on the hill sides to dry, but the crooked channel of the river affords us a constantly shifting panorama of mountain and valley, of dense forests and bare rock, of sunlight and shade which is very pleasing. Tickets, please! warns us of the near approach of the end of our voyage, and gathering together our shawls, great-coats and other encumberances — babies included — we re-assemble on the deck of the steamer. St. Stephen, on the New Brunswick shore, and Calais on the Maine side of the river, attract our atten-

tion alternately. What a fine couple they are — like man and wife, the one strong and plain, the other neat and beautiful — bound together by mutual interest and regard, and that long wooden bridge is the bond of union. The marriage was consummated during "the war of 1812," when they agreed to bear with one another's faults and live peaceably together. Calais, as a good wife should, sheds a halo of light around the home of her husband, brightening up his dark hours and chasing the gloom from his brow.*

ST. STEPHEN

is the second town in commercial importance, wealth and enterprise in New Brunswick, and the centre of an extensive lumber traffic. Situated at the head of navigation, and the terminus of a railway which is destined to extend to the great centre of Canadian railways — Montreal, — it has before it a glorious prospect of advancement and wealth. Hitherto the attention of its business men has been devoted to the lumber trade, to the almost total neglect of the manufacturing interests of the place, but a remarkable change may be expected in this particular within a very few years, and the immense water-power which it possesses will be turned to good account. Socially and financially, if not politically, St. Stephen and Calais are one; most of the business houses have stores and mills on each side of the river, while the customs of the two peoples are so similar that a Reciprocity Treaty is unnecessary! There is a remarkable difference in the appearance of the two towns, which can be accounted for only by the fact that, while St. Stephen has never been visited by any sweeping conflagration, and the old fashioned buildings still remain; Calais, on the other hand, was almost totally destroyed by fire a few years ago, and the stores and dwellings erected since then, are of the latest and most fashionable style. The streets of both towns are, for the most part,

* St. Stephen is supplied with gas from the Calais Gas Works, which are situated near the end of the bridge — through which the pipes run.

broad and smooth, and lined with large handsome shade-trees. Water street is the principal business street in St. Stephen; and Main street, of Calais. Two miles up, and on both sides of the river is the enterprising village of Milltown, the Canadian side of which is known as Milltown–St. Stephen, and the American side as Milltown–Calais. There are twenty-five saw mills in the place—eighteen of which are on the Canadian side. The population of St. Stephen, Calais and Milltown is about 11,000; that of the Parish of St. Stephen, according to the Census of 1871, is 6,515. It is proposed to extend the Calais and Princeton Railway north from Lewey's Island, its present terminus, to the Mattawamkeag, on the European and North American R. R.; and southerly, along the coast of Maine, to Eastport and Portland. The Bay Shore Railway, from St. John, *via* St. George, St. Andrews and St. Stephen, will tap this line at or near St. Stephen, and will be another link in the chain which is rapidly binding the Canadian and American people together. May it soon be riveted. There is a daily line of steamers between St. Stephen, or Calais, and Eastport, during the summer, and stages in the winter, connecting with the steamers of the International Line for Boston or St. John; and a tri-weekly line of steamers to St. John during the summer. Daily communication, *via* the New Brunswick and Canada Railway and connections, with the North, South, East and West.

Fishing :—After a two hours ride, we arrive at Lewey's Island, or Princeton, twenty-one miles from Calais, where, after having secured a guide and a canoe at the Indian village near by, we step aboard the little steamer in waiting and steam off up the lake to Grand Lake Stream—the Western. This chain of lakes is very extensive, and abound in the famous "Land-locked salmon" speckled trout, toag, or great lake trout, perch and pickerel; and, thanks to the combined efforts of the Canadian and Maine fishery officers, who succeeded in having fishways built in all the dams on the St. Croix, the true *Salmo Salar*, shad and herring, are return-

ing in immense numbers to this river, once so valuable as a nursery for these three species of migratory fish.

Returning to St. Stephen—refreshed and strengthened by our cruise up the "Western Chain" and anxious to try a cast in the "Eastern," which, though less frequented, affords even better sport, if possible, than that which we have already enjoyed—we hurry off to McAdam Junction. The trains from St. Andrews and St. Stephen, meet those from Woodstock and Houlton, on the New Brunswick and Canada Railway; and these are crossed by those from St. John and Bangor on the European and North American Railway. We jump aboard the train from St. John and in a few minutes arrive at St. Croix Station and river. Vanceboro', on the opposite side of the St. Croix, is the place where the trains from Bangor and St. John cross each other. Here hungry travellers—while greedy Custom House officials are examining their baggage and appropriating articles which they fancy are dutiable—may satisfy the wants of the inner-man, and refresh themselves for the remainder of their journey. Good fishing may be had here; or if we prefer we may go up the river by a steamer to Forest City at the foot of Grand Lake, which was for many years a favorite resort of Dr. Bethune. Grand Lake is twenty-five miles long, and from one to four miles in width; is diversified by numerous islands and far-reaching, thickly wooded points of land. The boundary line between Maine and New Brunswick runs up the centre of the lake. We can drive from the head of the lake to Canterbury, eighteen miles distant, on the New Brunswick and Canada Railway, or retrace our steps to McAdam Junction. We prefer the latter. We find the train from St. Stephen waiting, we jump aboard, and two hours later, after passing through a country rugged and desolate in the extreme, and stopping at several places which, like the North Pole, exist only in a name, we arrive at Debec Junction where "passengers for Houlton will please change cars." Thirty minutes later and we arrive at

WOODSTOCK,

the Shiretown of Carleton County, pleasantly situated on the western bank of the River St. John, one hundred and forty-five miles from its mouth, and in the centre of a fertile and thriving Agricultural district. The Meduxnekeag River, enters the St. John at the lower side of the town. Large quantities of timber are cut on this stream, which has its source in the State of Maine, and floated down to Woodstock where it is sawn into lumber and shipped by rail to St. Stephen; it is then taken across the river in scows or rafts to Calais and transported from there as American lumber. Immense numbers of salmon and other migratory fish frequented this stream in former years, but, like all the other branches of the St. John, it was depleted by over-fishing; it is being restored to its former condition however, and in a few years will have become one of the most prolific rivers in the Province.

Carleton County, in which Woodstock is situated, produces larger crops of cereals per acre than any other section of the Province, and is also the best fruit district. The iron produced from the mines at Woodstock is unsurpassed for hardness and durability; its density is equal to that of some varieties of the best hammered iron; it makes excellent steel, and possesses great toughness, or resisting power. Woodstock, from its proximity to the Maine frontier, and the intimate social relations which exists between its citizens and those of Houlton, twelve miles distant across the border, resembles an enterprising American village, rather than a staid English town, and in no place in New Brunswick can a stranger, especially an American, feel so much at home. The scenery around the town is indescribably beautiful, and requires to be seen to be appreciated. The St. John has worn for itself a deep channel in the soft clayey soil, and the banks, sloping away gradually from the water's edge, or rising abruptly to an elevation of hundreds of feet, are covered with every variety of tree belonging to these latitudes—fir, spruce, pine, butternut,

maple, acacias, oak, ash, and the graceful, drooping branched elm — while fields of waving grain are interspersed amid the wood; and the white farmhouses peering out from beneath the sheltering trees, like stars in the blue vault above, are mirrored on the broad bosom of the river, which, dotted here and there with smooth grassy islands, flows calm and grand to its ocean home. There is a deep brooding silence hanging over all the scene which soothes our troubled hearts like mother's lulaby. The voyage up the river is one that can never be forgotten. The scenery is not of the grand, awe-inspiring, Alpine stamp, but a delicious admixture of hill and dale, of forest and stream, of island and intervale, with an occasional precipice or distant, cloud-capped mountain to give variety to the picture. And then the steamer! We never tire examining it. It is small, and we are somewhat cramped for room, but what of that, the delicious sensation which we experience as we watch with eager interest the efforts of our boat to surmount a rapid which seemed to say unto us, "thus far shalt thou go, and no farther," more than counterbalances any inconvenience which we may experience from the lack of accommodation. And with what an exultant heart we cry victory, victory, as, seeming to gather all her energies into one last vigorous effort, our little craft shoots into the smooth water above! Fifty miles up we arrive at Andover, or Tobique, situated on the western side of the St. John, and nearly opposite the mouth of the Tobique River. This river is one of the largest tributaries of the St. John, and affords unbounded facilities for lumbering operations. Andover is the source of supply for the lumber camps. On the point of land formed by the junction of the two rivers is a village of Micmac indians, where we can obtain guides and canoes for a fishing trip up

THE TOBIQUE.

Very romantic is the scenery of the Tobique for the first eleven miles. One mile above the mouth commence the rapids of the

"Narrows." The river at this place passes through a chasm of an average width of only one hundred and fifty feet, with perpendicular cliffs from fifty to one hundred and thirty feet high. Through this contracted channel, too narrow to give free vent to the waters above, the river surges and rushes with great impetuosity, and the projecting crags of rock form violent whirlpools which render the passage impossible for canoes in time of freshets. The "Narrows" continue for a mile, and then give place to a long reach of smooth but rapid water. In the next ten miles there are two more rapids, and above an unbroken stretch of clear, deep water for seventy miles, with settlements along the banks at intervals. From the "Narrows" to the "Forks," where four branches of the Tobique come together, eighty miles from its mouth, the river is filled with beautiful islands and extensive intervales whose soil is so extremely fertile that elms and mountain ash attain to an enormous height, while ferns and other shrubs attain to a height of four and even five feet. When travelling up the lower portion of the stream, sitting in a canoe with the temperature somewhat above 90°, and surrounded by an almost tropical vegetation, one can scarcely conceive that such a place should be visited by the extreme cold characteristic to the interior sections of the Province. Above this point, pursuing the left centre branch of the river, known as Nictor, or Little Tobique, the country is more sterile and Alpine. Some thirty miles above the "Forks" we arrive at Nictor Lake,* the head-waters of this remarkable river.

The transition from the close confinement of the forest and the narrow river into this broad and beautiful expanse of gleaming

* What is generally known as the "left-hand branch," and also the lakes from which it takes its rise, are known by the name of Nictau, or Nictor — "the place where two or more streams meet," or "a confluence of waters." This name has been extended to the river and lake, through a misapprehension of the meaning of the term. The habit of giving the same name to different places in the Province has led to much confusion in the past, and will be a prolific source of error in the future. Indian names, when readily

water is most exhilarating. Mountains, variegated with the vivid foliage of the birch interspersed with darker shades of evergreen, enclose it on every side; and close to its southern edge "Bald Mountain" lifts its massive bulk to the height of nearly three thousand feet, wooded to its summit, except where it crops out in precipices of granite, or long, gray shingly slopes. And in the lake itself, in the shadow of the mountain, is a little enchanting islet. From the summit of Bald Mountain a wondrous view may be had. Millions of acres of forest, interspersed with lakes and rivers that gleam in the sunshine like silver-threads, are spread out like a map beneath. The first impression produced on glancing at this extraordinary scene is a sense of extreme isolation. Alone! Never can the true meaning of this simple word be felt until we stand, hundreds of miles from human habitations, on the top of a mountain and look into the eternity of space beneath and around us. Alone with God, the creator of nature!

> "If thou would'st read a lesson, that will keep
> Thy heart from fainting and thy soul from sleep,
> Go the woods and hills!"

From Nictor Lake a portage of a mile or two will take us to Nepissiquit Lake, the head-waters of the Nepissiquit River; and thence we may float away down to Bay Chaleur! But we prefer returning by the Tobique; and bidding our camping ground a regretful adieu we are soon *en route* for civilization, there to resume our experience-dyed cloak of reserve which has become well nigh destroyed by our contact with nature.

We again take steamer at Andover and six miles up the river

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pronouncable, are preferable to any others, being as a rule suggestive of some characteristic feature, as well as pleasing to the ear. Some of these are objectionable on account of their length, as for instance, Quatawamkedgwick, Guadamagouchoui, and Auganquapspoiegan Rivers; or Petteiguaggumak, and Wittequerguagwam Lakes. These names, although somewhat suggestive of toothache, are preferable to such mixed designations as Grog, or Brandy Brook.

arrive at the mouth of the Aroostook where there is some most magnificent scenery. The river as we ascend grows narrower, its banks more towering, and its waters rush by with such impetuous force and velocity that our little boat can scarce stem the torrent. Two hundred and twenty-five miles from the Bay of Fundy we arrive at the

GRAND FALLS

of the St. John. Here the river, after receiving in its upper course the waters of many spacious lakes and tributary streams extending almost to the St. Lawrence, discharges its accumulated flood over a perpendicular fall of seventy-four feet into a rocky gorge not more than two hundred and fifty feet in width, with overhanging mural sides, in some places of the height of two hundred and forty feet, and about a mile in length. In passing through this rocky vault, the walls of which are twisted and contorted in the most remarkable manner, the water has a further descent of about sixty feet! A small whirlpool, called the "coffee-mill," into which sticks of timber are drawn and ground up by the tide is a good exemplification of the force of the waters within this narrow gorge. As we stand on the Suspension Bridge, which spans the gorge just below the Falls, listening to the roar of the waters as they dash against the rocks below, a legend which accords well with the wild character of the scenes comes fresh to mind: A young Indian maiden was taken captive by a tribe, residing near the sources of the river, who were at war with those living about Tobique. Her life was spared on condition that she should guide her captors to the place where her brothers dwelt. The fleet of canoes was guided down the river by her, until they were within the range of the suction above the Falls, when, unobserved by those who followed in the darkness, she shot her canoe into an eddy and the whole of the hostile fleet were hurled into the boiling depths below. Grand Falls village, or Colebrook, the Shiretown of Victoria County, is very prettily situated upon a

peinsula formed by a sudden bend in the river. It is a quiet country town, but the completion of the Riviere du Loup Railway, now in course of construction, from Fredericton and Woodstock to Riviere du Loup on the St. Lawrence, will awaken it from its present dormant state to life, activity and wealth. Grand Falls is practically the head of navigation, although steamers run on the river above the Falls to the mouth of the Madawaska, a distance of about forty miles, where the Little Falls again interrupt navigation. Grand Falls is an insuperable barrier to the further upward progress of the salmon. The country from Grand to Little Falls and up the Madawaska River, is the finest and most fertile, the valley of the Tobique not excepted, to be found in the Province, and inhabited almost solely by Acadian French. The "boundary line" between the Province and Maine strikes the St. John about two miles above Grand Falls, thence it follows up the centre of the river to the St. Francis and up the latter. At Edmunton, as the village at Little Falls is called, our northward journey ceases. We may, if we choose, go by stage to Riviere du Loup, sixty-eight miles distant, or follow up the Madawaska to Lake Temiscouta, thence by a portage of two or three miles into Trois Pistoles River, and thence to the St. Lawrence; or if we prefer we can continue up the St. John where, amid its numerous tributary streams and lakes, months of glorious enjoyment may be had. Fish and game are abundant, and the scenery all that can be desired. The strong current which we found so difficult to overcome in our upward journey, carries our little boat down stream with great rapidity and we soon arrive at Woodstock. It may be as well to state, in passing, that the river above Woodstock is navigable only during the freshets of Spring and Fall. The same may be said of the section between Woodstock and Fredericton. The Riviere du Loup Railway will very likely be completed to Little Falls sometime in 1875, when this magnificent country will be connected with New York by rail, and the journey may be

accomplished in about forty-eight hours! Four routes are before us from Woodstock to Fredericton: By the New Brunswick and Canada Railway to McAdam Junction, the European and North American Railway thence to Fredericton Junction, and the Fredericton Railway from the Junction. This route is too long, and involves too many delays and changing of cars; besides the scenery, except at rare intervals, is flat and uninteresting. The next route is by the Riviere du Loup Railway down the eastern side of the St. John to Marysville, where we cross the river by a ferry. This is the quickest route, but the ferrying is a disadvantage. The next is by stage down the western bank of the river—a pleasant, all-day shaking-up! "Fourthly, and lastly," by steamer. We choose the latter, and have no cause to regret the selection as the distance, sixty miles, is passed over in about five hours, and we are carried through a country rich in agricultural wealth and natural beauty. Trout and salmon abound in the streams which empty into the St. John, and at Eel River we may have some splendid pickerel fishing. Pickerel were introduced into Eel river a few years ago and their numbers have increased so rapidly that they have become quite plentiful in the St. John itself, so much so, that fears are entertained for the safety of the salmon fisheries.

FREDERICTON,

the capital of New Brunswick, is pleasantly situated on a level plain on the western bank of the St. John, eighty-four miles from its mouth. It is so hidden by the magnificent shade trees which line its broad streets that, were it not for the numerous church spires, towering above the mass of foliage, we would scarce know that there was a city here. The city is well and regularly laid out, the streets are wide and airy and cross each other at right angles—those running parallel with the river are over a mile in length. Queen is the principal business street and promenade, and on it are situated most of the public departments, banks, hotels, etc.

CHRIST CHURCH CATHEDRAL,

a fine stone edifice, and an exact model of a church of the same name in Montreal, stands in the centre of a triangular piece of land at the corner of Church and Queen streets; and though half hidden by the trees which surround it, its beautiful proportions can be easily discerned. It is one of those objects whose whole beauty can never be seen, for view it from whatsoever position you will, some new beauty is sure to be discovered—like God's Word, changeless, yet ever new, and seemingly more beautiful as we examine it. A short distance farther up Queen Street are the

PARLIAMENT BUILDINGS,

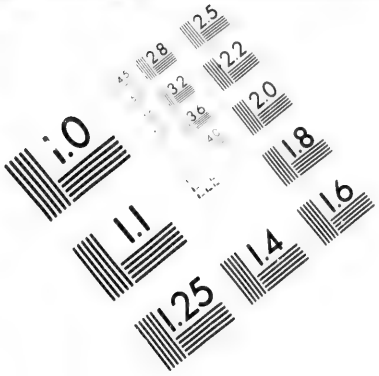
prettily situated, but presenting a mean external appearance. They were built about 1790 and consequently are somewhat antique in style. The internal arrangements, however, are tolerably good. The Assembly room is sufficiently large to accommodate the forty-one members who compose the Commons, and the Legislative Council Chamber is a handsome apartment, much larger than is required for the eighteen members who compose that house. The Legislative Library, which is in the same building, contains about 13,000 volumes, many of them rare and valuable, and worthy of a better depository. The room in which the Supreme Court and the Court of Equity hold their sittings is in the same building, as also the Law Library of the Barristers' Society. All the legal gentlemen in the Province, and their name is legion, are required to pay an annual fee of Five dollars for the support of the Library. The various departmental offices are in adjoining buildings. As we walk up

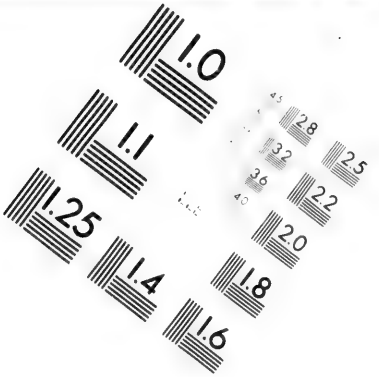
QUEEN STREET

the next building which attracts our attention is the "Queen Hotel," a large, plain, brick structure, and one of the best kept houses in the Maritime Provinces. Directly opposite is the Court House, also of brick. In the rear of the Court House

is the Ferry connecting with the Riviere du Loup Railway. A short distance up street is the "Barker House," which has ever been in good repute among travellers, and directly opposite is the Parade Ground, and above it the old Barracks. A quarter of a mile farther up is the City Hall, a plain brick building, the lower storey of which is used as a Market. The second storey contains the various Civic offices, and the third, or upper storey, a fine large Hall capable of containing one thousand persons. In the rear of the Hall is a Ferry connecting the city and the little village of St. Mary's. Government House, at the western end of Queen Street, is a fine stone building with no pretensions to architectural beauty, yet possessing ample accommodation as the residence of the Lieutenant Governor of the Province. The Skating Rink and Railway Depot are situated on York Street, and the Exhibition Building, a large wooden structure covering nearly an acre of ground, on Westmorland Street. The University of New Brunswick, a large stone building, is on a hill in the rear of the town. A fine view of the river and the surrounding country may be obtained from the University. Just below Fredericton, and on the opposite side of the St. John, is the mouth of the Nashwaak River. On the point formed by the junction of the two rivers are the ruins of old Fort Nashwaak. (See page 24.) Two miles up the Nashwaak is one of the largest lumbering establishments in the Province, owned by Alexander Gibson, and well worthy a visit. There are two lines of steamers running between St. John and Fredericton—the "Union" and the "Express." A boat leaves each end of the route every morning at 9 o'clock; and during part of the summer, a night boat leaves at 4 p. m., thus giving two boats each way daily. Be sure and take the night boat from Fredericton, if there is one running, if there is none, hire one, steal one, borrow one, any way so that you may enjoy the splendor of a moonlight sail on the Rhine of America. The scenery of the lower part of the

is a repetition of that along its upper course, only more intensified, and on a larger scale. In the upper part of its route the views are somewhat restricted, but as the size and volume of the river increases in its downward course so do the grassy islands and intervales increase in size and beauty, and the banks assume a loftier and grander appearance as we near the ocean. Eleven miles down the river we arrive at Oromocto village, prettily situated at the mouth of a river of the same name. The Oromocto, like all other rivers in New Brunswick, has as many branches as a tree—its fruit is rather scaly, however. (See Fishing.) Thirty miles down we arrive at Gagetown, also on the western bank of the river. Opposite is the Jemseg, a deep, narrow channel leading into Grand Lake. Some very good fishing may be had in the lake and its numerous tributaries. There are extensive beds of coal of fair quality at the head of the lake. A few miles farther down is the mouth of the Washademoak, the head-waters of which touch the sources of some of the rivers which empty into the Gulf of St. Lawrence. From this point the scenery gradually changes, the intervales become narrower and narrower and finally, with the islands, disappear altogether, the banks become steep and mountainous, and the river, with its broad bays and tributaries, resembles a vast lake—which it is said to have been at one time. At Brundage's Point, ten miles above St. John, the European and North American Railway is visible. The station here is called Westfield. Five miles farther we arrive at the mouth of the Kennebeccasis, directly opposite is Grand Bay, rightly named, if beauty is any recommendation. A few minutes later and we enter a rocky gorge through which the vast volume of the river rushes with tremendous force. On our right, with its nose running out into the water is Boar's Head, or Green Head, with its famous Limestone quarries. (See photograph on page 77.) Ten minutes later we arrive at the wharf at Indiantown when, taking a coach or a street car we are rapidly whirled cityward.





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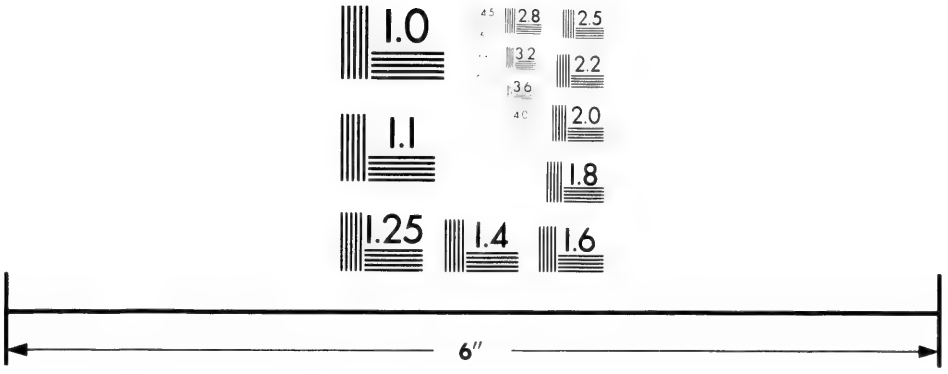

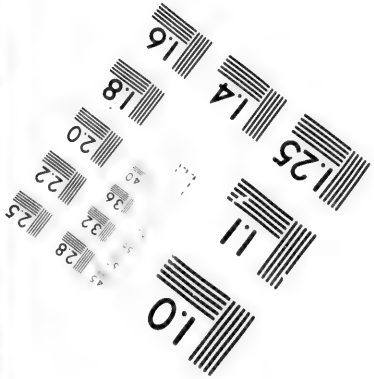

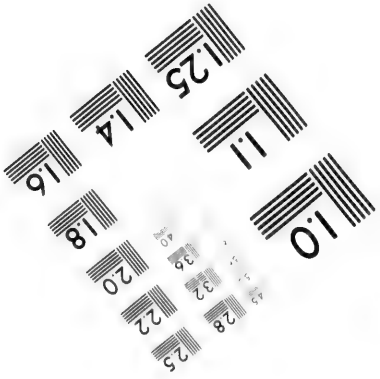

Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

ROUTE II.

VIA BAY OF FUNDY STEAMERS, WINDSOR AND ANNAPOLIS RAILWAY, INTERCOLONIAL RAILWAY, QUEBEC AND GULF PORTS STEAMSHIP COMPANY; PRINCE EDWARD ISLAND AND CAPE BRETON STEAMERS, AND "CITY OF ST. JOHN"

THE steamer "Empress" of the Union Line leaves Reed's Point Wharf at 8 o'clock, on Monday, Wednesday, Friday and Saturday mornings for Digby and Annapolis, connecting at the latter place with the Windsor and Annapolis Railway for Halifax, and other points in Nova Scotia. The steamer "Edgar Stuart" of the Express Line leaves St. John at high water every Tuesday evening for Windsor, N. S., connecting at Minas Basin with the steamer "Droud," for points around the Basin, and at Windsor with the Windsor and Annapolis Railway. Both of the above mentioned routes are very pleasant, and each possess attractions peculiar to themselves; we choose the Digby and Annapolis route, however, as it will afford us a better opportunity of "seeing the country" than the other.

DIGBY,

our first stopping place, at which we arrive about noon, is a pretty little village situated on the side of a hill overlooking the harbour. Shipbuilding, farming, and fishing, are the principal occupations of the people. Digby chickens are a famous article of export. There is a daily stage line to Weymouth and Yarmouth, in the south-east, and also up the river to Annapolis. The voyage up Annapolis Basin and River to

ANNAPOLIS,

eighteen miles distant, is one of unmixed pleasure. Every point, island, and bay on the route is rich in historical interest; and as

we are borne swiftly by our thoughts revert to the long, bitter struggle for supremacy which raged between the French and English around these beautiful shores. The ruins of the old Fort are still visible at Annapolis, and as we tread its hallowed precincts we involuntarily doff our hats in honor of the brave men who died here while fighting for that which man has ever held as most dear on earth — home and honor.

There is a tri-weekly line of stages to Liverpool on the Atlantic coast of the Province, and a Ferry across the river to Granville, a pretty, enterprising, little town. The route of the Windsor and Annapolis Railway lies through a magnificent farming country whose beauty is so great that we exhaust the English language of its adjectives, and are compelled to revert to the quaint old French which was spoken by the early settlers of this Garden of Canada, in our efforts to describe it. We make a halt at Grand Pre in order to examine the scene of the incidents related in the beautiful poem of "Evangeline."

WINDSOR,

our next stopping place, is fifteen miles distant, and the terminus of the Windsor and Annapolis Railway, — the road from this point being known as the Intercolonial — but the Company run their trains through to Halifax without change. The dirty, slimy, red-clay banks of Avon River present a very disagreeable appearance when the tide is out, and the water at full tide, from the quantity of red coloring matter held in solution, looks like that of a mud-puddle; so that the proximity of the river detracts from rather than increases the beauty of the town. Picking up our St. John friends, who have come on the "Edgar Stuart" by way of the Basin of Minas, we make another start. The remainder of the journey to Halifax is uneventful and tame; the road, for the last thirteen miles of the way, is so crooked that no comfort can be had, and we are glad when we arrive at

HALIFAX.

The capital of Nova Scotia, and the second city, in commercial and political importance and population, in the Maritime Provinces, is built on the side of a hill which, sloping gradually up from the water's edge, overlooks the harbour and a large expanse of country beyond. The Citadel occupies the summit of the hill, and, together with several other forts and batteries, commands all the approaches to the city and harbour. Time and the inexorable logic of events have erased many of the defects of Halifax, and multiplied its attractions, and the tourist will now find much worthy of notice in the military-deadened city. From Halifax stages run to Chester, Lunenburg, Liverpool and Shelburne; and also to Tangier and other places along the Eastern shore. Steamers leave Halifax for Portland, Boston, New York and Baltimore; also for ports along the Western shore of the Province, Prince Edward Island, Newfoundland, Bermuda, and the West Indies; and also for England. Sixty-one miles from Halifax is the thriving town of

TRURO,

one of the principal stations on the Intercolonial Railway, and rapidly becoming one of the leading manufacturing centres of the Province. The main line for Amherst, Moncton and St. John leads off to the westward here, and the Pictou Branch to the northward.

PICTOU,

the terminus of the branch line, occupies a commanding position on the side of a hill facing the harbour, which is the finest on the coast. Three rivers empty their waters into Pictou harbour, viz.: East, Middle and West. On the first of these are the wharves of the "Albion and International Coal Companies," where immense quantities of coal are shipped annually. The steamers of the "Prince Edward Island Steam Navigation Company's" Line, leave Pictou tri-weekly for Charlottetown and Summerside, Prince

Edward Island, and tri-weekly for Port Hawkesbury, Sydney and other places in Cape Breton. Steamers of the "Quebec and Gulf Ports Line," leave on Tuesdays and Fridays, for Charlottetown, P. E. I., and Shediac, Newcastle, Chatham and Dalhousie, N. B., and ports on the St. Lawrence. The sail from Pictou, through Northumberland Straits, to Charlottetown is very pleasant, the water is seldom rough, and the boats are strong and comfortable.

CHARLOTTETOWN,

the commercial and political capital of Prince Edward Island, is pleasantly situated on a neck of land betwee two rivers. It is the only place in the Island worthy to be called a city; is lighted with gas, has a good harbour, and contains many fine public and private buildings. It is the climate and surroundings of Charlottetown which constitute its chief attractions—of neither would one ever tire, they are so beautiful. A sail of about five hours will carry us to SUMMERSIDE, the second town in size and importance in the Island. Extensive shipbuilding operations are carried on here, and the place is rapidly growing in size and importance. Communication with Prince Edward Island is kept up during the winter by means of a Telegraph cable between Cape Tormentine, N. B., and Cape Traverse on the Island, and by Ice Boats. The Ice Boats differ but little from an ordinary boat in construction. They are provided with runners and, with the assistance of the passengers, are hauled over the ice at a lively rate. Lively motions are required to prevent getting "a ducking," while passing from one floe of ice to another. The sail to Shediac is a short and pleasant one, and brings us once more into New Brunswick.

POINT DU CHENE,

two miles above Shediac, is the terminus of a branch line of the Intercolonial Railway, and the point of departure for the different steamers running up and down the Straits of Northumberland. Passengers for St. John take the train here. The steamer "City

of St. John" makes weekly trips from Point du Chene to Campbellton and intermediate ports, and affords a comfortable means of transit to the famous fishing grounds of the

NORTH SHORE OF NEW BRUNSWICK.

Leaving Point du Chene on the arrival of the morning train from Saint John, after a pleasant sail of about forty miles we arrive at Richibucto, a small town at the mouth of a river of the same name. The Richibucto River, owing to the heavy lumbering and shipbuilding operations carried on along its course, and the quantities of sawdust and other refuse with which it is filled, is of but little account to the angler. Chatham, our next port of call, is beautifully situated on the south bank of the Miramichi River, twenty-four miles from its mouth, and is a well built, lively, enterprising, wealthy town, and the largest settlement on the North Shore. The fish and lumber trade, and shipbuilding, are the principal sources of the wealth of the town. Six miles farther up, and on the opposite side of the river, is the pretty little town of Newcastle. Shipbuilding is carried on here very extensively, and also a large trade in lumber and fish. This will be one of the principal stations on the northern route of the Intercolonial. This town, like Chatham, is supplied with gas. A Ferry connects the two towns, and a Branch Railway will soon be in operation. The Miramichi is navigable to this point for the largest class of vessels; and is, at least for anglers, what its name signifies—a *happy retreat!* The length of the Miramichi is said to be two hundred miles, but this not a modicum of its length. There are two large branches, the Northwest and the Southwest, and these have an almost innumerable number of branches, and branches of branches, *all of which* are the resort of salmon, trout, and other fish. The favorite fishing grounds for salmon begin at a point nearly one hundred miles from its mouth, and are reached by stage from Newcastle to Boiestown, a distance of some sixty miles. The shortest and most convenient way of reaching these grounds is by stage from Freder-

icton, up the valley of the Nashwaak, to Boiestown a distance of thirty-eight miles. The principal salmon-pools of all rivers are generally near the mouths of brooks and larger tributaries. So, in the Miramichi, we find the favorite fishing-stands are at Salmon Brook, Rocky Brook, Clearwater Brook, and Burnt Hill Brook, successively as we ascend. These are about ten miles apart. A portage of half a mile, from Deadwater Brook, a branch of the north branch of the south-west branch of the Miramichi, to Otella River, a branch of the Tobique, will enable us to return by the St. John. Short portages from the north-west branches of the Miramichi will carry us into the waters of the Upsalquitch, or the Nepissiguit, or the Restigouche! A drive of thirty miles from Newcastle will take us to the Tabusintac River, where we can kill as many sea-trout as we can dispose of. At Harris' Hotel we hire a canoe, a team of horses, and a driver, and stowing ourselves snugly in the canoe, away we go down stream, the horses hauling the canoe through the shallow water at a spanking pace. Eight miles down we arrive at the "Big Hole," the best place on the river, where the fish fairly darken the water. Every cast is successful! The fish range from two to six pounds! The river is under lease to Mr. Harris. Charges are as follows, viz.: $1.00 per rod per day, and $3.00 per day for team, canoe, and driver.

A stage-road runs from Newcastle to BATHURST, forty-five miles distant, at the mouth of the Nepissiguit River. Here we tread the threshold of another vast network of lake and stream, the haunt of the salmon and trout, and rich in natural beauty. Bathurst is beautifully located upon two points of land connected by a bridge, and commands a picturesque view of Bathurst Bay and its islands. Four rivers run together and form a magnificent basin, along whose undulating shores are scattered pretty cottages and farms. Immense quantities of salmon are shipped from this port to New York and other points in the United States. There is also a large lumber trade done here. All the salmon fishing of the

Nepissiguit is included between Bathurst and the Grand Falls, a distance of twenty-five miles. The first pool is at *Rough Waters*, about three miles up. Privilege of fishing at the pool may be obtained upon payment of a fee of $1.00 per rod, per day, to the Fishery overseer, James Hickson.

At Pabineau Falls, eight miles from Bathurst, very good fishing may be had, as also at *Middle Landing*, and at *Chain of Rocks*. At Grand Falls a wild, magnificent scene is presented. The river, which is here very much contracted, comes tumbling down over four rocky precipices into a deep, dark pool whose overhanging sides, reeking with spray and crowned with foliage, seems as if about to totter over upon the beholder. (See photograph on page 57.) The total fall is about one hundred and forty feet, and is an effectual barrier to the farther progress of the salmon, large numbers of which congregate in the pool at the foot of the Fall. There is a good carriage road along the course of the river from Bathurst, rendering these Falls easy of access. The river is under lease to John W. Nicholson, of St. John, from whom a permit to fish may be obtained. Four hundred fish, of an average weight of twelve pounds, have been taken out of this river in one season. The tourist while at Bathurst must not neglect to visit the Tete-a-gouche River, as there is some beautiful scenery along its course, and very good salmon fishing may be had. The scenery at the Falls, about eight miles from Bathurst, is superb. The rocky bed of the river, the fall of thirty feet, the heavy precipices one hundred feet or more high, and the gloomy pits at their base, make a picture well worth seeing.

We may go from Bathurst to DALHOUSIE by stage or boat, as we choose. The distance is but sixty miles, and is quickly accomplished, and at Dalhousie we arrive at the head of Bay Chaleur and the mouth of the great river Restigouche — famous the world over for its fisheries. The trade of the town is similar to that of all the other towns along the North Shore — the manufacture and

shipping of lumber, and the shipping of fish, preserved and fresh. CAMPBELLTON, sixteen miles up the river, is the most northern village in the Province, and will be the first station of the Intercolonial after leaving the Province of Quebec. The Restigouche forms the boundary line for seventy miles between the Provinces of New Brunswick and Quebec. A journey up the Restigouche is somewhat slow, owing to the very strong current which passes down the bed of the river. If the voyage up this beautiful river appear tedious, the speed with which you return down it will make full amends; for whilst it generally takes three days to reach the mouth of the Quatawamkedgwick, a distance of about eighty miles, one will suffice to accomplish the same distance in returning. In the study of nature, or in the admiration of that which is really beautiful, no one would regret a trip up the Restigouche. Its clear, transparent, limpid and highly ærated waters, are as cool and grateful to the palate in midsummer as spring water itself. The wild grandeur of its scenery is beyond description. At many of the windings of the river a general panoramic view is produced, impressing one with the idea of some mighty amphitheatre situated in the midst of nature's wilds, which completely dazzles the eye with delight, and for the moment almost overcomes the mind with awe. Add to this the musical sound of the sparkling and foaming rapids, through which you are constantly passing, and all combine to make the far-famed Restigouche one of the most desirable rivers on this continent for either the tourist or the sportsman to visit. A short portage from the head-waters of the Restigouche will carry us to a branch of the St. John!

From Campbellton the tourist may go by stage up the valley of the Matapedia, a tributary of the Restigouche to St. Flavie on the St. Lawrence, sixty miles, thence to Riviere du Loup, one hundred and forty miles further, where he may take train for Quebec; or he may sail direct from Dalhousie, per Quebec and Gulf Ports steamers, *via* Paspebiac, Perce, Gaspe, Father Point,

and other points, to Quebec. The "City of St. John," on her return trip to Shediac, calls at Dalhousie, Bathurst, Caraquette and Shippegan,—two famous fishing stations—Newcastle and Chatham. At Point du Chene we take the train on the

INTERCOLONIAL

for PAINSEC JUNCTION, eleven miles distant. The main line from St. John leads off to the southward here, passing through Memramcook, Dorchester, and Sackville, N. B., and Amherst and Truro, N. S., to Halifax. Those who go by this route will obtain some magnificent views—of mountain and valley and prairie, of forest and lake and stream—whose beauty will haunt his memory during his after years like the faint, sweet perfume of withered flowers. Eight miles distant, on the road to St. John, is the pretty little town of MONCTON, the head-quarters, for the Maritime Provinces, of the Intercolonial Railway, and the point of junction of the branch line from Quebec, and the head of navigation on the Petitcodiac River. Here, if the wind and tide be favorable, we may study the phenomena of the "Bore," or tidal-wave. The tides of the Bay of Fundy in their upward course become gradually compressed into a narrow compass and, in their efforts to escape, rush up the bed of the river in a mighty rushing wave, sometimes six feet in height! (See page 53.) At SALISBURY, thirteen miles distant, we may take the stage for Hillsborough and visit the rich coal mines of Albert County. "Pollet Falls," on the Pollet River and about seven miles distant, are well worthy of a visit. The gorge at and below the Falls is a very wild and romantic one. The hills on both sides are high, almost mountainous, and thickly wooded to their summits. The cliffs forming the gorge are a coarse sandstone, upon which the action of the water has been very remarkable, working away deep caverns, and leaving overhanging ledges sometimes forty or fifty feet high. At one point, the water converging from several sides is suddenly poured per-

pendicularly into a deep circular hole of about ten feet in diameter, where boiling and surging it passes out by some invisible outlet. At SUSSEX, forty-four miles from St. John and sixty-four from Point du Chene, we stop to satisfy our æsthetical taste with the beautiful scenery of Sussex Valley, our bodily wants at the refreshment table in the station house, and our piscatorial desires in one of the many trout streams which flow through the valley. HAMPTON STATION, twenty-two miles nearer St. John, is a rapidly growing town, and the summer residence of many of the merchants of St. John. Hampton village, a mile distant, is at the head of navigation of the Kennebeccasis and surrounded by mountainous, green-clad hills, and smiling valleys. The railway from St. Martins, nineteen miles distant, on the Bay of Fundy, will very probably connect with the Intercolonial at Hampton Station, thus bringing this delightful watering place within easy communication with St. John. The route of the Intercolonial from this point to St. John, lies along the valley of the Kennebeccasis, amid some beautiful scenery of land and water, and the distance, twenty-two miles, is soon passed over and we find ourselves once more in the commercial capital of the Province.

EUROPEAN AND NORTH AMERICAN RAILWAY.

Crossing by the ferry from the foot of Princess Street to Carleton, we jump aboard the train and are soon being rapidly whirled around the Bay Shore to Fairville, thence along the shores of the St. John past the foot of Long Reach, up the valley of the Nerepis River to GASPEREAUX, thirty-three miles from St. John. Here there is a man with horses and waggon ready to transport us, bag and baggage, overland to the South Branch Oromocto Lake, ten miles distant, on the top of a mountain. The lake is ten miles long and three wide, and is alive with trout, from two to six pounds in weight. Transportation to and from lake, one dollar per head, each way; boat twenty-five cents per head per day.

At Fredericton Junction, forty-six miles from St. John, we connect with the trains on the Fredericton Branch Railway. An hour after leaving the Junction we arrive at Harvey where we leave civilization, with its comforts and restraints, for freedom and nature, on the banks of North Branch Oromocto Lake. The lake is eight miles distant and is reached by a waggon road. The lake is twelve miles long, by three wide, and abounds with trout of the largest size, and good sport may be expected. Bears, ducks, and other game are plentiful. Parties intending to visit the lake will write to Geo. Woods, Harvey Settlement, York Co., N. B., and he will meet them at the station with a team and carry them to the lake. He will furnish boats, and act as guide, if required. Charges moderate.

Bear, Cranberry, Magaguadavic, and North Lakes, the head-waters of the Magaguadavic River (see page 130), will also afford fine sport to the angler. The two first are reached from Harvey, and the others from Magaguadavic Station, which is just alongside of the Lake, and seventy-six miles from St. John.

Our next stopping place is McAdam Junction. Here, where the rails point North, South, East and West, we say farewell! and if forever, still, forever fare-thee-well!

ERRATIC ADDENDA.

Census returns Saint John, page 81, year 1851, instead of 27,745, should read 22,745.

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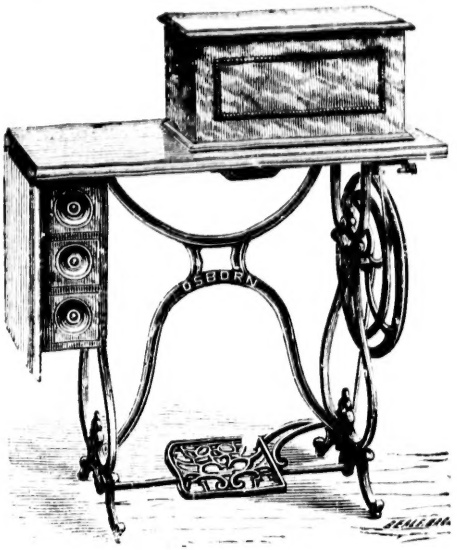

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